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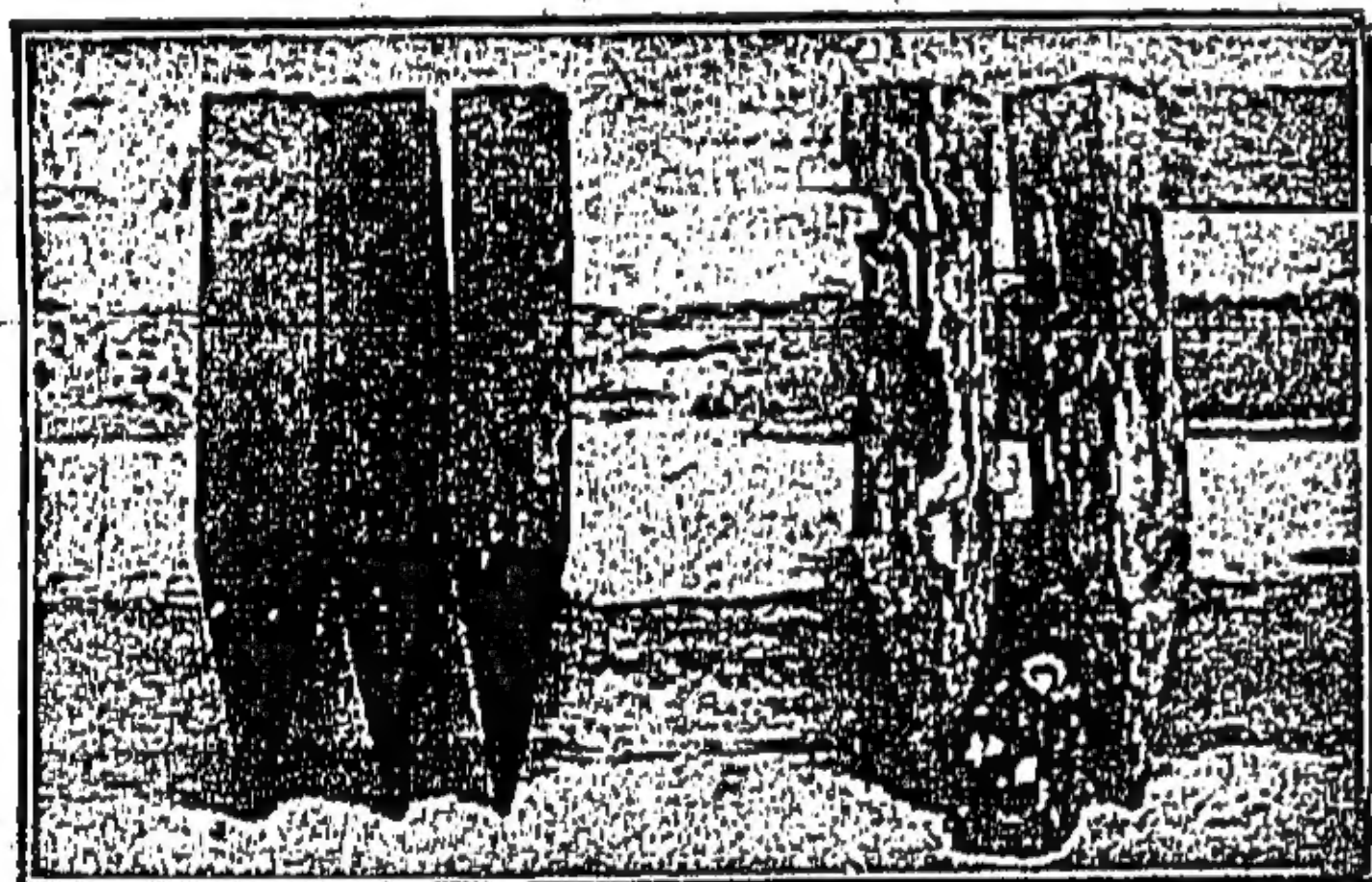
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OBITUARY.

A FORMER HONGKONG ARCHITECT.

The unexpected death of Mr. James Orange, M.I.M.E., M.I.C.E., in a London nursing home on Sept. 27, came as a shock to his friends at home, and will also be deplored by many residents of the Far East who remember him as the energetic and enterprising head of Leigh and Orange, a firm of architects and civil engineers, which have been associated with most of the big schemes of modernising and extending Hongkong during the last half-century.

Since he retired about fifteen years ago Mr. Orange lived in London, and at his charmingly appointed flat at No. 3, Gray's Inn-square, surrounded himself with the Oriental things he loved, and with friends who, like himself, had spent the best years of their lives in China. Although seventy years of age, he was most active to the end, and only recently was on a yachting trip in the Mediterranean. Returning home, he seemed the picture of health, but on Sept. 25 had a heart attack which necessitated his going into a nursing home, where the end came unexpectedly, as said, two days later. The estate in which the late Mr. Orange was held was shown in the large attendance at the cremation at Golders Green Cemetery on Sept. 30. Among those present were noticed Sir Newton J. Stabb, Mr. A. G. Wood, Mr. H. W. Robertson, Mr. C. A. Tomes, Mr. T. H. Reid, Mr. MacCallum, Mr. R. T. Wright, Mr. W. A. C. Cruickshank, Mr. A. Bryer, Mr. Whittall, Mr. Forster, Mr. Chalmers, all old friends of deceased in the Far East, and there were many others.

Over 30 Years in Hongkong.

Mr. Orange lived and worked for over thirty years in Hongkong, and during his control of Leigh and Orange, was responsible for many of the buildings which adorn the step hillsides, and are such a striking feature of the Hongkong Beautiful. In a more prosaic yet infinitely more practical way the firm was also associated with reclamations, which added great building areas to both sides of Hongkong's famous harbour and converted one-time unsightly benches, where junks and sampans were beached, into extensive modern water-frontage, supporting the up-to-date wharves, godowns and business premises, demanded by the rapidly-expanding trade of the port. Among the firm's constructional triumphs may be mentioned the great wharves and premises of the Hongkong and Kowloon Wharf and Godown Co., almost the entire premises and docks of the Hongkong and Whampoa Dock Co. the wharves and godowns of Alfred Holt and Co. the piers and wharves of the Star Ferry Co., the huge installations of the Asiatic Petroleum and Standard Oil Co.'s, the Hongkong Rope Works, Green Island Cement Works, and that lone white elephant which first strikes the eye on nearing Hongkong, the Junk Bay Flour Mill. Marble Hall, the late Sir Paul Chater's princely residence overlooking the city and harbour, was also the work of Leigh and Orange, as well as St. Andrew's Church and other ornate buildings too numerous to mention. Further afield, they were responsible for the Tai Shing Paper Mills and Reservoir, the Suiatow Waterworks, and also work at Shanghai. The business, originally Danby and Leigh, was changed in course of time to Danby, Leigh and Orange, and finally became Leigh and Orange.

Besides his membership of the Institutes of Mechanical and Civil Engineers, Mr. Orange was a member of the American Society of Civil Engineers, and it can truthfully be said that he took a more than ordinary interest in the profession of which he was a zealous upholder. He was also a "collector" of some repute, and entered into the spirit of his hobby with the thoroughness which characterised all his professional work. A book of his on "Japanese Lacquer," and another on "Bizenware," are valuable contributions to the study

FRENCH POLITICS.

THE NATIONAL UNION.

Paris, Nov. 4.

The proceedings of the Chamber were enlivened by the announcement that M. Franklin-Bouillon, the notoriously stormy petrel of politics, had resigned the chairmanship of the Foreign Affairs Committee and had severed his twenty-five years' connexion with the Radical-Socialist Party because the latter had developed a leaning toward the socialists.

M. Bouillon holds that the continuance of a puffy truce is essential to financial recovery and is of the opinion that the socialist foreign policy spells war with Germany within a decade.

M. Bouillon subsequently intimated that he intends to form a new party, the "National Union League," with a view to the forthcoming elections.—Reuter.

of the subjects. Always doing something, he is believed to have been engaged at the time of his death on another work. His recent publication, "The Chater Collection," is a monumental work dealing historically and descriptively with China, Hongkong and Macao from 1655 to 1860. Involving a vast labour of research, with the reproduction of close on 300 of the collection of pictures and engravings (since bequeathed as a collection to the Colony of Hongkong by Sir Paul "in remembrance of our friendship of over forty years; also a recognition of the great pleasure the acquisition of the pictures, etc., and the compilation of this book has given me."

MR. C. E. HOLWORTHY.

Formerly Commissioner of Chinese Customs.

The death occurred on Sept. 27, at the age of 63, of Mr. Charles Edward Holworthy, of Cannon Place, Hampstead, formerly a Commissioner of the Chinese Customs Service. The late Mr. Holworthy entered the Chinese Customs Service in March, 1888, and retired a few years ago, his last post being that of High Commissioner at Wuchow, on the West River. He held the Order of the Chia Ho (Fourth Class) and the British China Expedition Medal.

At a meeting of the Hampstead Guardians, Mr. Harold Bailly, the chairman, referred in sympathetic terms to the loss sustained by the Board by the death of Mr. Holworthy, who, after a strenuous life abroad, had devoted his leisure to public work. In the work of the Board, on which he had served for the last two and a half years, he took a keen interest and pleasure, and he had undertaken the important position of chairman of the Hospital Committee, with a very full sense of the responsibilities which went with it. The funeral took place on Sept. 30. The first part of the service was held at Christ Church, and the interment was made in the additional burial ground at the Hampstead Parish Church.

LATE MR. R. BATSON.

A Military Funeral in Tientsin.

With imposing solemnity, the funeral took place in Tientsin of Mr. Robert Batson, of the local office of Messrs. Thomas Cook and Son, Ltd., late of Hongkong, whose death took place with such tragic suddenness in the Tientsin Club. Full military honours were accorded the deceased. The Border Regiment furnished a band with drums and fifes, firing party and buglers, and the coffin was conveyed to the cemetery on a gun

WESTMINSTER ABBEY.

SPACE WANTED FOR THE BURIAL OF NOTABLES.

London, Nov. 4.

The immediate erection of a new building within the grounds of Westminster Abbey to provide space for the burial of the nation's illustrious dead, is urged in the report of the Cathedral Commission of the Church Assembly. This is necessary owing to the fact that there is now no remaining space within the Abbey. The Commission also state that at least £500,000 is necessary to repair the fabric of many Cathedral within the next five years, and express the hope that a large and authoritative appeal will be made by the Archbishops of Canterbury and York to the people of Britain and also all in the British Empire and the United States of America.—Reuter.

New Northern Aisle.

London, Nov. 4.

Proposals for the enlargement of Westminster Abbey are submitted in a report of the Cathedral Commission constituted three years ago by the National Assembly of the Church of England. The report, published to-day, points out that the Abbey, which is the Empire's most famous shrine, is so filled with memorials that no room remains for any more. In order to provide space for future monuments two schemes have therefore been drawn up. They are the erection, at the cost of £500,000 of a new north aisle on the grass spaces stretching from the north face to the west front adjoining, and accessible from the existing north aisle of the Abbey, or the erection, parallel to Henry the Seventh's Chapel of an ambulatory around the present Chapter House and a series of cloisters between it and the old Palace Yard. The latter scheme, which, it is stated, is the one more generally preferred would involve expenditure of from £150,000 to £200,000.

The report dismisses all idea of removing the existing monuments to make room for new ones, and expresses the view that there is no other church which could be substituted for the Abbey as the chief centre of the nation's remembrance of its illustrious dead. The idea of building some Hall of Fame on another site is also rejected. The commission sat under the chairmanship of the Archbishop of York.—British Wireless.

carriage of the Tientsin British Volunteer Corps, which Mr. Batson was Corps Sergeant-Major. The funeral was at Race Course Road Cemetery, where the body was cremated.

A service was held at All Saints Church, the Rev. C. W. Scott and Chaplain Naylor officiating. Among those present were Mrs. Gray, the fiancée of Mr. Batson, Mr. Pearson, representing the relations of deceased, Mrs. Keen and Mrs. Jameson. The civilian pall-bearers at the Church were Mr. M. S. Fyffe, Mr. Pearson, Mr. F. A. Fairchild, Mr. Adams, Mr. J. A. Dobie, and Mr. Blaid.

The Funeral Rites.

The cortege was joined at the Church by the entire Volunteer Corps (Captain Ridler Commanding), and the procession set out at the slow march to funeral music by the band.

There was a large and representative assembly at the cemetery and the last proceedings were of an impressive character. The Volunteers were drawn up around the coffin and stood to attention throughout the service.

The religious ceremony finished, the firing party took up their position and with a smartness and precision in keeping with the solemnity of the occasion fired three volleys over the coffin, which was draped with the Union Jack, and upon which lay the uniform cap of the deceased. The buglers then sounded the Last Post.

EX-SERVICE MEN.

PLANS FOR ARMISTICE DAY.

An appeal for as many men as possible to turn out for the Armistice Day church parade was made at the annual meeting of the Ex-Service Men's Association, held in the Club at Queen's Road Central, yesterday.

Mr. C. L. Edwards presided, and was supported by Lieut. Col. F. Hayley-Bell, D. S. O. (President), Mr. H. J. Pearce, M.C. (vice-president), Mr. R. J. Hunt, (hon. secretary), and Messrs. H. A. Rodgers, E. D. Tobin, S. A. Roberts, E. S. Carter, P. Condon and C. Pryce (committee members).

The chairman proposed the adoption of the report and accounts which were published last week. He reviewed the Club's activities and its present position.

Armistice Day Parade.

Col. Hayley-Bell drew attention to the Armistice Day Church Parade, and said it would begin at 9.45 at the Cathedral Service, at which he hoped there would be a large number of members present.

The Association was working hand in hand with the British Legion. The two organisations were going to ask all men, irrespective of nationality, to join the parade. After the short service at the Cathedral the members would march in a body to the Cenotaph, it was hoped, there the customary ceremony of remembrance would be held.

The President mentioned that at home a great drive was being made by H.R.H. the Prince of Wales and Earl Haig to get as many Ex-Service men as possible to parade on Armistice Day, and he hoped the same thing would apply in Hongkong.

Finally, the speaker drew attention to the Armistice Day dinner and said that H. E. the Officer Administering the Government, H.E. the General Officer commanding the South China Command, (Major General C.C. Luard, C.B., C.M.G.), and other military naval and government officials, had signified their intention of being present. He expressed the hope that as many members as possible would attend as well. The members of the committee, together with the indefatigable hon. secretary, were working hard in organising the annual dinner.

Discussion took place with regard to a number of minor domestic matters concerning the efficient administering of the Club's affairs, and the meeting concluded with a vote of thanks to Mr. Edwards for his services as chairman.

Next Year's Officials.

Officers for the ensuing year were elected as under:—President, Lt. Col. F. Hayley-Bell; Vice-Presidents, Mr. H. J. Pearce, and Mr. W. J. E. Mackenzie, M.C.; Chairman, Mr. E. S. Carter; Vice-Chairman, Mr. C. L. Edwards; Hon. Secretary, Mr. R. J. Hunt; Committee—Messrs. S. A. Rodgers, E. D. Tobin, C. Pryce, W. Mackie, P. Condon, C. H. Eldridge, J. Bottomley, H. A. Rodgers, T. Parkinson and N. V. A. Croucher. Lt. Col. Hayley-Bell thanked the members for their confidence in him by re-electing him as their President. As President of the Association he assured them he would do all he could in their interests.

Thanks were also voted to the hon. solicitors, Messrs. Deacons and the hon. auditors, Messrs. Percy Smith, Seth and Fleming.

SYDNEY DISASTER.

86 LIVES LOST.

Sydney, Nov. 4.

The casualties in the ferryboat disaster hitherto total 86. The dead include Mrs. Millicent Bryant, one of Australia's first women aviators.

Divers have brought up six bodies and counted eighteen others entangled in the wreckage of the ferryboat.

Accounts of the disaster show many deeds of heroism performed by schoolboys and others, who saved girls and children unable to swim.—Reuter.



LIFE'S TROUBLES

become magnified in the imagination through purely physical causes. Gently stimulate your liver and accelerate the stagnated digestive processes with a little dose of Pinkettes, and you'll feel 100 per cent. better, brighter, and lighter to face life's problems within a few hours.

Gently but speedily Pinkettes dispel constipation, biliousness, liverishness, sick headaches, aid digestion, banish the "blues." Your chemist sells them, or post free, the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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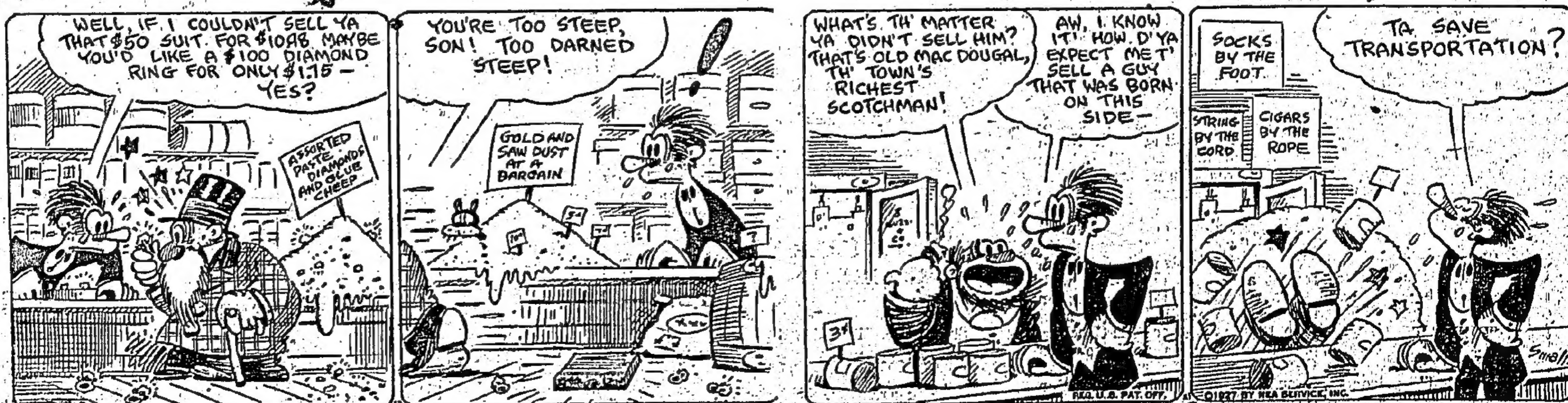
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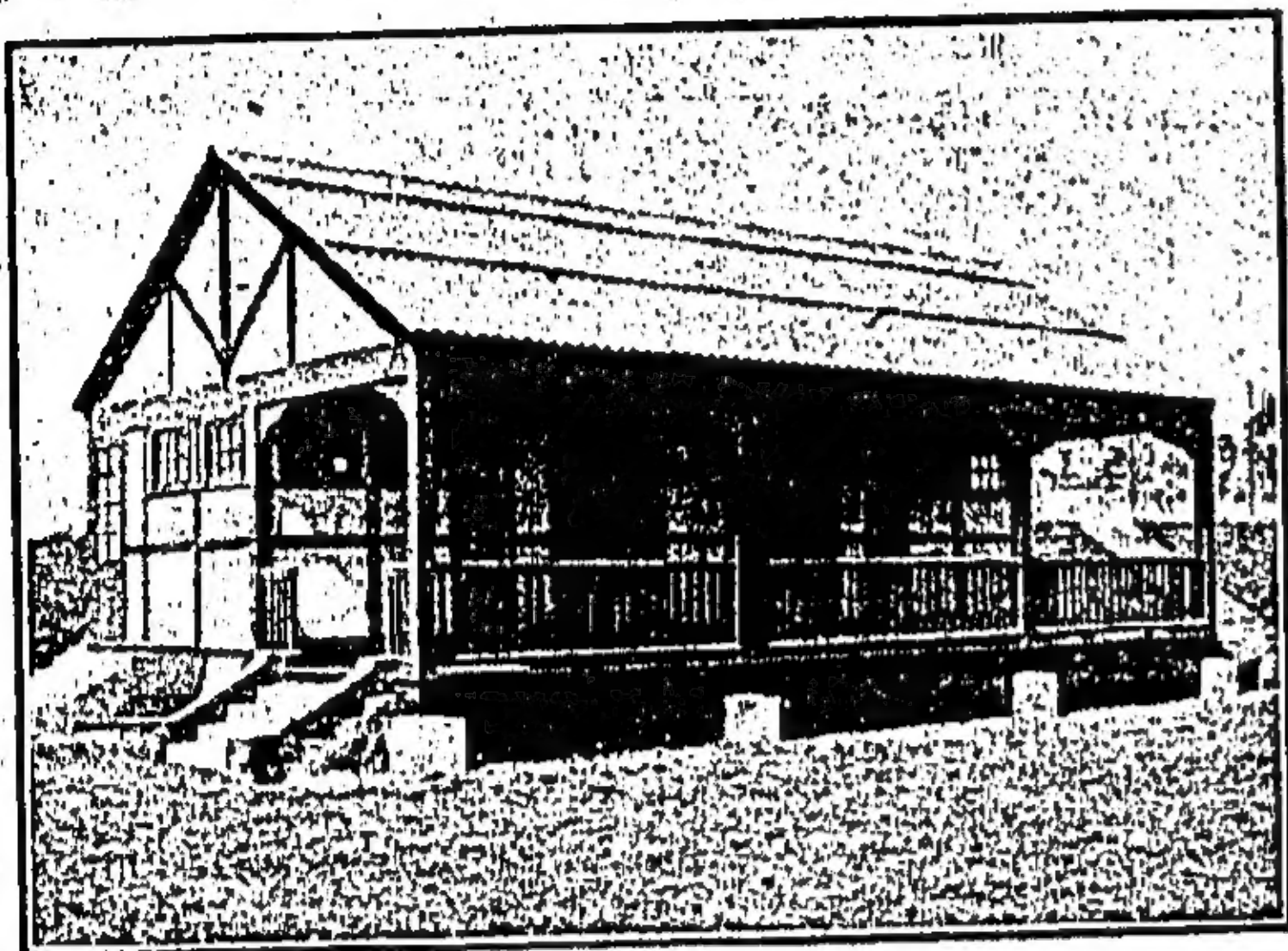
By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

SCOTT'S
Emulsion
The protector of life





Above:—Group photograph taken at the wedding of Mr. Stanley W. Housden and Miss Annie V. Highton, which took place at St. Andrew's Church, Kowloon, on Sunday last. (Photo: King Yuen).
At Top Left:—Mr. Ng Tai-ping, of Hongkong University, who is the Colony's champion ping-pong player; and Miss Wong Sui-lam, the Colony's lady champion.
At Lower Left:—New Clubhouse of the German Tennis Club, at King's Park, erected by Messrs. Shewan, Tomes and Co., with "Italit" asbestos.



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with Collars to match

We allow
10 %
Discount
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What is universally accepted as proper in dress finds its most correct expression, so far as it applies to shirts, in the "Summit" range. There is a fitting shirt for every occasion, a shirt that is correct in style, made superbly and that will prove comfortable and satisfying in service. "Summit" shirts have long been noted for their durability and up-to-date styles.

New stocks are constantly reaching us, so you may always see what is "new" in Shirts for either Day or Dress Wear.

Prices range from \$6.50.

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AN ATTRACTIVE MENU
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Morning Coffee and afternoon Tea a Speciality

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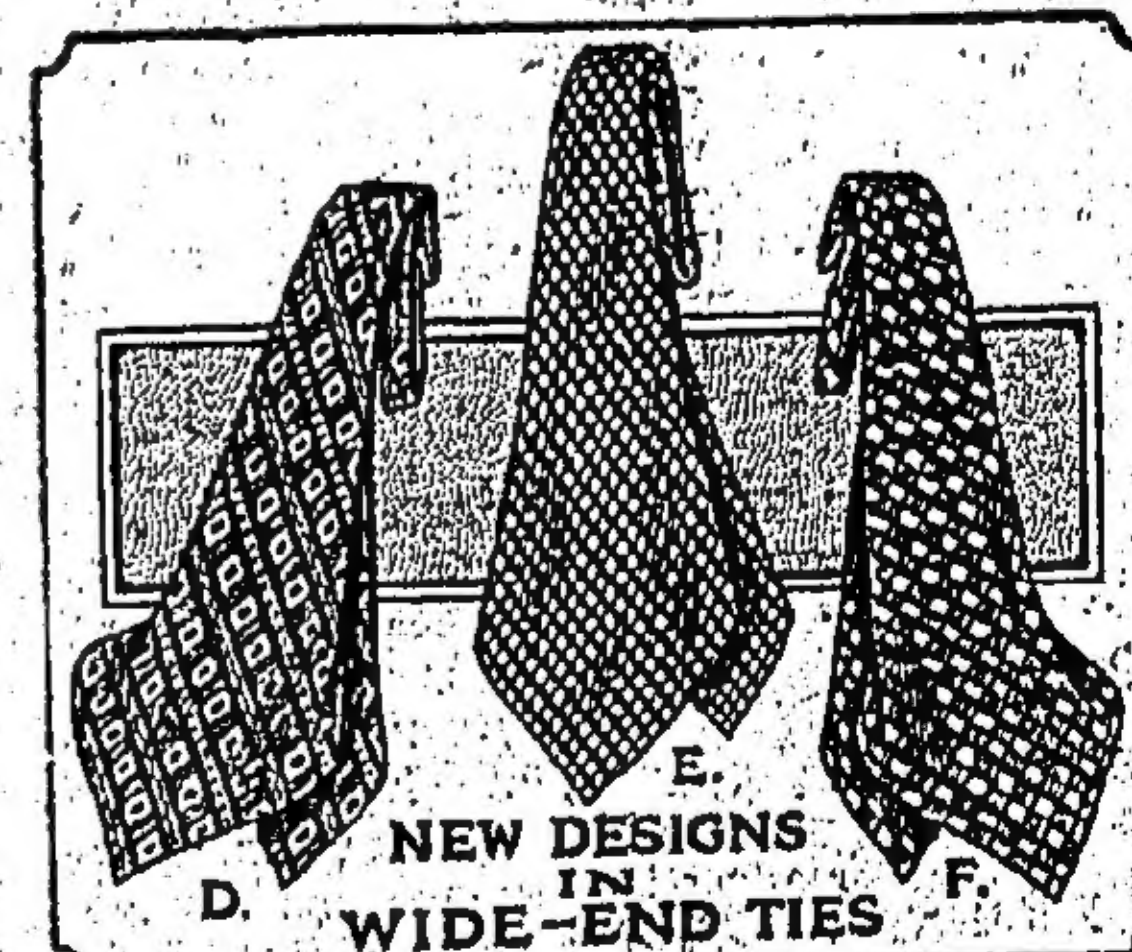
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WIDE END TIES, in the newest and latest designs. \$2.00 to \$3.50

BATSWING & MAYFAIR BOWS, in neat and up to date patterns. \$1.50 to \$1.95

TIES & HANDKERCHIEFS TO MATCH, The finest selection in Town. \$5.50 to \$8.50

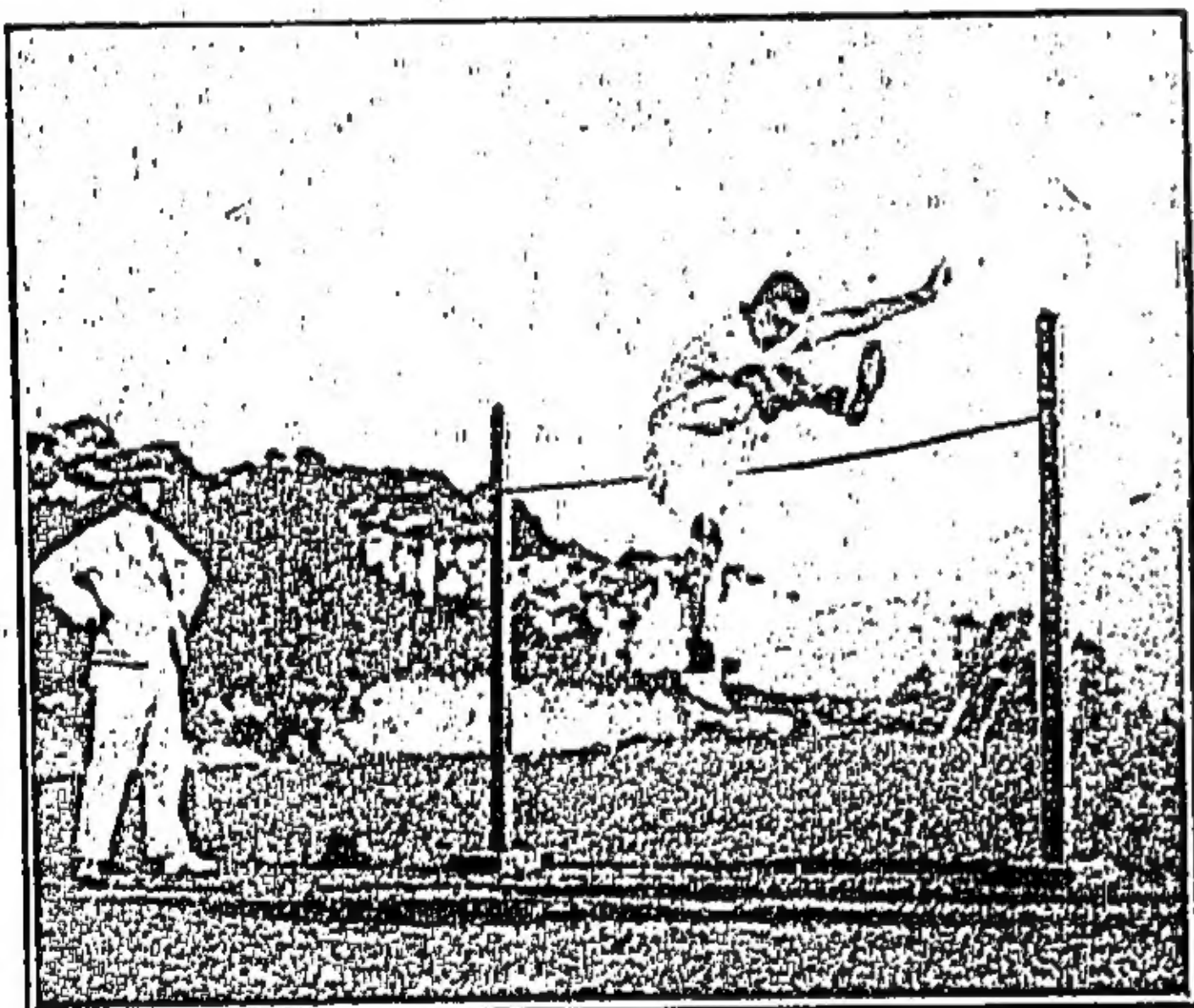
GENT'S OUTFITTING DEPARTMENT.
WHITEAWAY LAIDLAW & CO., LTD.



The finish of the 220 yds. at the Scottish Company's sports, held at King's Park last Saturday. (Photo: Welcome Studio).



Mrs. D. Templeton distributing spoons to the K. O. S. Borderers' tug-of-war team at the Scottish Sports. (Photo: Welcome Studio).



At left is seen Pie. Hayes winning the high jump; in centre is seen Cpl. T. P. Sanderson dancing the Highland Fling; and at right the start of the inter-Company relay race at the Scottish Sports last Saturday. (Photo: Welcome Studio).



A Pack Battery team competing in the Open tug-of-war at the Scottish Company sports. (Photo: Welcome Studio).



No. 7 Platoon of the Scottish Company, which won the inter-Platoon tug-of-war event at the Scottish Sports. (Photo: Welcome Studio).

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Judicious Advertising is one of the most profitable investments associated with successful Business Enterprises.

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Prepaid Advertisements

25 WORDS FOR \$1.00

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BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

WANTED.

WANTED.—Lady's Amah, preferably a few Amah. Reply stating age, wages required and previous experience. Apply Box No. 279, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in J.A. Chater Road. Apply E. D. Sassoon and Company, Ltd.

FOR SALE.

FOR SALE.—Furniture and fittings of three roomed flat including Piano. \$1,000.00. Moderate Rent with modern sanitation near ferry. Genuine bargain Box No. 259, care of "Hongkong Telegraph."

FOR SALE.—Fresh arrival Army Blankets, greyish brown, black stripe \$2.25 each, dozen; singly \$2.50. Superior qualities according to requirements. Reduction to charitable and missionary associations for quantities also to dealers and merchants for regular orders. Sub-agents locally and in outports required. Montgomery Ollerton & Co., 18, Ice House Street, ground floor, between the Carlton and the Portuguese Club, Tel. C.46.0.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

"Miss Australia," whose real name is Miss Phyllis von Alwyn, has arrived at Southampton on her world tour—the prize she won in an Australian competition in which 3,000 girls took part. She said it was her ambition to visit England, which all Australians look upon as home. "My greatest trouble," she added, "is to keep a diary of my travels, for I have to lecture when I return." She can cook, make her own clothes, and is an all-round sportsman.

NEW ADVERTISEMENTS

HONGKONG HORTICULTURAL SOCIETY.

The Annual General Meeting of the Members of the above Society will be held on Tuesday, 29th November, 1927, at 5.15 p.m. in the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or not, are cordially invited to attend.

AGENDA.

To receive and pass the Committee's Report and Statement of Accounts for the period ended 30th June, 1927.

To elect Officers and a new Committee for the current year.

To fix the date of the annual Flower Show.

To discuss any matter of interest to Horticulturists in Hongkong and outlying districts.

E. B. C. HORNEILL.

Hon. Secretary, Hongkong, 5th November, 1927.

ROYAL HONGKONG YACHT CLUB.

"TREVESA TROPHY."

The eighth bi-annual race for ships' lifeboats will be sailed on Wednesday, the 9th November next, starting at 4 p.m.

Each ship may enter any number of boats.

COURSE:—Start from Channel Rocks, thence to Kowloon Rock (P), Mark of Yacht Club (S), East Rock Gas Bury (P), finish at the Yacht Club across the line from West to East.

Competing boats should be in position at the starting line by 3.30 p.m.

Ships proposing to enter boats are requested to notify the Hon. Secretary, Royal Hong Kong Yacht Club, not later than noon, on the 7th November.

R. J. VERNALL.

Hon. Secretary, R.H.K.Y.C. Hongkong, 3rd November, 1927.

ATTRACTIONS!

Children's Delight Sweet Stalls, Chocolates, Home made fudge and candy, Toys to make the Children happy.

Side shows, Games, Fishing Pond, Check board, Ten cent Stalls etc.

Try your luck with the Souvenir Tickets \$1.00 and \$2.00. Useful gifts will be given for every ticket.

N.B. No ticket will be interchangeable for souvenir if presented after the 6th November.

There will be also a large variety of Children's frocks, table covers, cushions, bed-spreads, handkerchiefs, babies' robes, exquisitely embroidered, at moderate prices.

Special Attractions. The "Art Store" full of dainty and charming gifts, such as oil-painting, batik-work, stencilling, and Shot-work, for men etc.

Do your Christmas shopping here! You will be charmed with the surprises.

A band will be in attendance during the Bazaar.

Don't forget the 5th and 6th November Annual Fair held at the

ITALIAN CONVENT.

HONGKONG JOCKEY CLUB.

The Seventh Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 5th November, 1927, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.00 each up to Friday, 4th November, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2.00. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during Race Meeting.

Hongkong, October 30th, 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 8th November, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Very Valuable Collection of Curios (just arrived from Peking), comprising:—

Scrolls and Hand Paintings, Five-coloured Vases, Bowls, Flower Pots, Ivory, Coral and Amber Ware, Carved Lacquer Vases and Screens, Old Bronze, etc., etc.

and

A Few Pieces of Blackwood Cabinets and Screens, etc.

Catalogues will be issued.

On View from Monday, the 7th November, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

CHURCH NOTICES.

TO-MORROW'S SERVICE.

St. John's Cathedral, Hongkong, November 6th, 1927. 21st Sunday After Trinity. Harvest Thanksgiving. Holy Communion; 8 a.m. Children's Service 10 a.m. Matins 11 a.m. Preacher: Rev. H. Copley Moyle. Holy Communion 12 noon, Evensong 6 p.m. Preacher: Rev. W. R. Cannell. Collection at 11 a.m. for Earl Haig's Fund, Thursday Holy Communion at 7.45 a.m. Friday Armistice Day. Special Service at 9.45 a.m. Preacher: Rev. L. Webb, C. F. Collection for St. Dunstons.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, November 6th, 1927. Morning Service, 10.15 o'clock. Subject: "Friendship." Afternoon: 3 o'clock. SUNDAY SCHOOL. Evening Service, 6 o'clock. Subject: "Armistice Day." Preacher at both services Rev. J. C. Knight Anstey. Holy Communion after Evening Service. Sailors' and Soldiers' Home, Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Adam and Fallen man." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall.—7, Duddell Street (first floor). Sunday, November 6th, at 5.30 p.m. lecture by Pastor Lyman W. Shaw, "When Millionaires Beg." Each Sunday evening hereafter stirring lectures will be presented on present day subjects about which the public is anxious to be informed. You are invited.

HONGKONG TIDE TABLE.

From 7th to 13th November 1927.

Hour	High Water	Low Water
Mon. 7	10.15	4.15
Tues. 8	9.55	3.55
Wed. 9	9.35	3.35
Thurs. 10	9.15	3.15
Friday 11	8.55	2.55
Saturday 12	8.35	2.35
Sunday 13	8.15	2.15

When Mr. Baldwin visits Birmingham on October 20, to open the new biological block at Birmingham University, which has been built and equipped at a cost of over £100,000, the University will confer upon him the honorary degree of LL.D.

WITH THE STARS AT HOLLYWOOD.

MARY PICKFORD GROWS UP.

BURNT CORK WANTED.

Hollywood: Mary Pickford has grown up. The little girl who became famous to screen fans throughout the world, in her latest picture, "My Best Girl," plays the part of a ten-cent store stock clerk. Her next film will be a college story written by herself in which she plays the role of a co-ed.

With the discarding of her childish characterizations, Mary is stated to know a new popularity. She always has had a large following who stuck by her because of herself. The next few months should see her fan mail actually doubled. Although the Pickford films always made money, there was a feeling among theatre-goers that they wanted to see Mary do something different than the child roles she portrayed for so many years.

Laugh and Tears.

"My Best Girl," which will be released about the middle of October, is one of the most entertaining productions ever made by the star. Aside from being a Mary Pickford film, it has all the qualities which go to make up a good motion picture—laughs, romance and a few tears.

Mary has as her leading man Charles Rogers, an extremely good looking youth who has been stepping along with big strides recently. Charles is the son of the man who owns the ten-cent store chain. And naturally he falls in love with Mary who thinks he is just a co-worker in the store.

The picture almost touches upon comedy, especially during the sequence where Rogers takes Mary to his home for dinner. And the scene where Mary tries to send Charles away after she has learned of his identity is as touching and full of romance as any John Barrymore love scene.

Mary's Sister.

Carmelita Geraghty, who has been trying for more than a year to get a real foothold on the movie highway, has at last "found" herself. As Mary's sister, who cares for nothing except good times and clothes, she gives a performance that will draw plenty of praise.

"My Best Girl" hasn't opened any wide breach between Mary's present and past acting. It is still a Mary Pickford film with Mary fundamentally the same as before. While she realized that the public wanted her to do something more in keeping with the times, Miss Pickford is too smart a business woman to make any radical changes in a simple picture. There is nothing in this film that will lose her any old fans and it will convert plenty of new ones.

Mary even kept herself as the poor girl until the very end. The next step will come in her next picture. As a college girl, Mary will have to dress up more than she ever has yet. And she's going to make a very striking little co-ed.

"Newsboy's" Rise.

"From newsboy to office boy isn't a very big step. But Harold 'Sandy' Colvin thinks it is almost a record-breaking jump.

"Sandy" was a newsboy in Albuquerque, N. M. Many of his papers were sold to passengers of trans-continental trains, which stopped there. And he yelled unobscuredly when he knew film notables were aboard a train.

The young newsie was a great movie fan and knew most of Hollywood's leading citizens by sight. When they called to him, he always used their names in his replies. As a result, "Sandy" probably is acquainted with more celluloid stars than any other boy in the world. Jackie Coogan excepted.

It was this acquaintanceship that resulted in him giving up his paper job to go to work in a movie studio as office boy for Edwin Carewe. Carewe had talked to the boy many times in Albuquerque and on his last trip from the east offered him the job. "Sandy" already has a few days ago and arrived here talking about "we movie folk."

The kid is loyal—which is saying a lot in this village of make-believe—and he really is interested in his work.

"One of these days I'll be a director," he confided to me.

Young "Stars."

The Fox studios seem to be getting a corner on the market for young leading men prospects. They signed Charles Farrell when he was unknown and in one year he proved to be a sensation. A few months ago Director Howard Hawks discovered Nick Stuart holding down a script boy's job, liked his looks and gave him a leading role in "Cradle Snatchers." His work was so good that Fox officials are grooming him for stardom in 1928.

SEAMEN OF THE EMPIRE.

LORD ROTHERMERE'S £5,000 GIFT.

LONDON'S YOUNG COMPANY.

The Lord Mayor (Sir Rowland Bladen, M.P.) presided at the first anniversary meeting of the Company of Master Mariners, to which, captains of the largest British liners belong. It was announced that Viscount Rothermere had sent a cheque for £5,000 towards the foundation fund of the company.

The company, which the Lord Mayor described as the "most distinguished group of merchant seamen in the world," was established last year to maintain the high standard of British seamanship and to raise the status of the profession.

Sir Burton Chadwick, M.P., Parliamentary Secretary to the Board of Trade, the Deputy Master, was largely responsible for the formation of the company. Its court includes skippers of big liners, marine superintendents, and representatives of shipping lines.

The Lord Mayor said the company included representatives of every branch of maritime life in the Empire, all of them master mariners and most of whom had spent their boyhood in the hard old sailing-ship school. He did not think it an exaggeration to say that British merchant seamen had contributed more to the building of the Empire than any other body of men. The formation of a company of this ancient profession was centuries overdue.

The King's Approval.

Sir Burton Chadwick said the company—the youngest in London of its kind and representing the oldest craft in our island nation—was limited to 500 members, of whom nearly 350 had been elected. Any master mariner of good repute could belong to the company after service of five years with a Board of Trade certificate if he could pass the electoral scrutiny of the court of the company.

They had been gratified by the King's approval, the good will of the Prince of Wales, the Prime Minister, the shipping companies, and the interest of the public.

The company would give special attention to the needs of widows and dependants of master mariners who might not be reached through other channels. A committee had already been set up to study the education of boys who are to become officers in the Merchant Service. The company had also been invited to appoint a representative to a Board of Trade committee to consider the question of examination of masters and mates for certificates of competency.

Sir Walter D. M. Baynam, marine superintendent of the Orient Line, said it was hoped to establish a foundation fund of £100,000. As a result of Viscount Rothermere's generous gift of £5,000 this now stood at £25,000. He expressed gratitude to Lord Rothermere, who had taken a deep interest in the work of the company.

In the Chapel of Henry VII., Westminster Abbey in mail week, Lady Jane Grey was married to the Rev. P. H. Turnbull. The wedding in the famous chapel recalled another and less happy event—the tragic fate of the bride's ancestor, that other Lady Jane Grey, great-granddaughter of Henry VII., founder of the chapel, who, after being Queen of England for only nine days, was executed on Tower Hill on February 12, 1554. The bride wore a simple white velvet gown, and her train of flesh pink tulle was covered by a flowing veil of beautiful lace. There were no bridesmaids. The Bishop of London performed the ceremony, and the bride was given away by her brother, Lord Stamford.

Miss Edith Angela Boursot, aged 39, stated to be a resident of London, was sentenced to 46 days' imprisonment for insulting, "by throwing a pillow in his face," a railway official who questioned the regularity of her passport, at Turin. The court suspended sentence.

A promising star who has at last "crashed through" is Helene Costello. Helene and her famous sister, Dolores, started working at Warner Brothers about the same time. For a while it looked as if Dolores would have to carry the family fame upon her shoulders. But Helene is hitting her stride now. She was borrowed by Metro-Goldwyn-Mayer for the feminine lead in "In Old Kentucky." Helene was handicapped for a time by an over-ambition of eye. With the vanishing of that trait, her success is starting.

A letter from Rosetta Duncan, now in New York, says that she has gone back to blackface again. When the Duncan sisters finished filming "Topsy and Eva," Rosetta abandoned her "Topsy" characterization while making personal acquaintance with the public. But the fans wouldn't stand for it. Apparently they like the burnt cork effect.

POST OFFICE NOTICE

XMAS LETTER MAIL FOR GREAT BRITAIN.

Xmas Letter Mail via Marseilles for Great Britain will be closed in the G.P.O. at 9.30 a.m. the 19th inst. per s.s. "Suwa Maru". This mail is due in London on the 26th December.

NOTICE.

XMAS AND NEW YEAR PARCEL MAILS FOR GREAT BRITAIN. Xmas and New Year Parcel Mails for Great Britain will be closed in the General Post Office at 5 p.m. the 10th November per s.s. "Macedonia". This mail is due in London on the 15th December.

The parcels post service to Russia in Asia via Japan is temporarily suspended. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechwan will now be accepted for transmission at senders' risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superimposed.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—

Philippine Islands, French Indo-China, Province of Yunnan, Canton, Wuchow, Kowloon, Hoihow, Macao, Kwongchow, Fort Bayard and Amoy.

Rates and further particulars on application to the Radio Counter, 1st Floor, General Post Office Building.

It is notified for information that Feather Fans and Brooches cannot be sent by post to Great Britain. They are prohibited by the Plumage (Prohibition) Act of 1921.

ADDITIONAL NOTICE.

It is hereby notified that on and after 17th October, 1927 radio-telegrams will be accepted by the Radio Telegraph Office, Government Building, for transmission to the American Continents, Hawaiian Islands and Europe through the intermediary of the Radio Corporation of the Philippines at Manila.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Radio telegrams are now accepted at the Radio Counter, 1st Floor, Government Building, for transmission to the Dutch East Indies and Dutch Borneo at the rate of \$1.00 per word ordinary and \$0.50 deferred.

OUTWARD MAILS.

Shanghai and Europe via Siberia Demodocus Sat., Nov. 5, 5 p.m.
Anking Sat., Nov. 5, 5 p.m.
London 6th October Sat., Nov. 5, 5 p.m.
Manila Sun., Nov. 6, 3.30 a.m.
Shanghai Sun., Nov. 6, 3.30 a.m.
U.S.A., Honolulu, Japan and Shanghai Sun., Nov. 6, 9 a.m.
Australia and Manila Mon., Nov. 7, 1.30 p.m.
U.S.A., Honolulu, Japan and Shanghai Mon., Nov. 7, 1.30 p.m.
U.S.A., Honolulu, Japan and Shanghai Mon., Nov. 7, 1.30 p.m.
Shanghai Mon., Nov. 7, 1.30 p.m.
Australia and Manila Mon., Nov. 7, 1.30 p.m.
Straits Mon., Nov. 7, 1.30 p.m.
Amoy and Swatow Mon., Nov. 7, 1.30 p.m.
Japan and Shanghai Mon., Nov. 7, 1.30 p.m.
U.S.A., Canada, Japan and Shanghai Mon., Nov. 7, 1.30 p.m.
Manila Mon., Nov. 7, 1.30 p.m.

Swatow, Amoy and Foochow Mon., Nov. 7, 4.30 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles General Metzinger Tues., Nov. 8, K.P.O.
Registration 1 p.m.
Letters 1 p.m.
G.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 9th December.)

Manila Tues., Nov. 8, 4.30 p.m.
Shanghai Tues., Nov. 8, 5 p.m.
Swatow Tues., Nov. 8, 5 p.m.
Straits Tues., Nov. 8, 5 p.m.
Bangkok Tues., Nov. 8, 5 p.m.
Hoihow, Pakhoi and Haiphong Tues., Nov. 8, 5 p.m.
Swatow, Amoy and Foochow Tues., Nov. 8, 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles Tues., Nov. 8, K.P.O.

Manila, Australia and New Zealand via Thursday Island Tues., Nov. 12, K.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 15th December.)

Manila Tues., Nov. 14, 5 p.m.
Shanghai Tues., Nov. 14, 5 p.m.
Swatow Tues., Nov. 14, 5 p.m.
Straits Tues., Nov. 14, 5 p.m.
Bangkok Tues., Nov. 14, 5 p.m.
Hoihow, Pakhoi and Haiphong Tues., Nov. 14, 5 p.m.
Swatow, Amoy and Foochow Tues., Nov. 14, 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles Tues., Nov. 14, K.P.O.

Manila, Australia and New Zealand via Thursday Island Tues., Nov. 15, K.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 18th December.)

Manila Tues., Nov. 15, K.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 18th December.)

Manila, Australia and New Zealand via Thursday Island Tues., Nov. 15, K.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 18th December.)

Manila Tues., Nov. 15, K.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
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Manila Tues., Nov. 15, K.P.O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 18th December.)

Manila Tues., Nov. 15, K.P.O.

Three Castles CIGARETTES



The Cigarette
of Quality

ALSO PACKED IN
REGULAR
20s AND 50s

MADE FROM THE FINEST TOBACCO ONLY

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

VULGAR JAZZ IS CRITICISED.

WHITE MAN'S LOSS OF
PRESTIGE.

Returning to his attack on jazz, Sir Henry Coward, the conductor, denounced it at the weekly luncheon of the Sheffield Rotary Club, recently, as the essence of vulgarity. He said:

If we wish to avoid the fate of the nine great Empires which have dominated and declined, we must see that our "Lotus eating" does not take the place of working, and that we do not allow "jazz" to pay fat dividends while steel, cutlery, and plate languish and our high thinking and spirituality decay.

The most crushing condemnation of jazz is that it is a dead-end sort of composition which cannot progress. Nothing can make it anything but the essence of vulgarity. It is a low type of primitive music both in structure and performance. It is decidedly atavistic.

It always puts emphasis on the grotesque by bangings and clanging of pots, pans, or any shimmering metallic substance, reinforced with special drums.

The popularisation of this type of music and the attendant immodest dances leads to, and, in fact, has already led to, a lowering of the prestige of the white races. The noble trombone is made to bray like an ass, guffaw like a village idiot, and moan like a cow in distress; the silver-toned trumpet, associated in poetry with the seraphim, is made to screech, produce sounds like drawing a nail on a slate, tearing calico, or like a nocturnal tom-cat. Unfortunately the white races have lost a lot of that subtle element of superman superiority owing to the large number of coloured students seeing so much of the giddy side of English life.

The great surplus of women is a grave problem in Denmark. According to the latest statistics there are 1,035,000 women and 925,000 men, which gives a feminine majority of 95,000. In Copenhagen, where one-fourth of the population live, there are 60,000 more adult women than adult men.

UNIMAGINABLY FINE FILM.

100-THOUSANDTH
MILLIMETER.

Professor B. Mendelsohn, of Berlin, writes to continental exchanges:

The president of the Imperial Physico-Technical Institute in Berlin recently submitted to the Prussian Academy of Sciences specimens of metal films of the most remarkable thinness. They had been made by a process invented by Dr. Karl Muller of the former institute and are doubtless destined to revolutionize the film industry.

Formerly, metal films were manufactured by welding sheets of some more or less noble metal on to plates of copper; these plates, being then rolled out and the copper dissolved in acid, the film of noble metal remained. It must be remembered that, especially in technology, the word "film" means, not only "the layer, usually relation or collodion, containing the sensitive salts of photographic plates," but "also the flexible sheet of celluloid or similar material upon which this layer is sometimes mounted" and even any extremely thin skin or pellicle no matter of what material.

The next method adopted was to deposit the noble metal galvanically on a metal sheet. In this way, films of one ten-thousandth of a millimeter can be produced; but it is so difficult to remove these films from the acid uninjured that only those of very slight dimensions can be got out unperished.

To meet the difficulty, Dr. Muller resorted to the following method. He galvanized the free side of the film with a deposit of copper and thus obtained a triplex metal sheet; with the noble metal enclosed between two layers of the non-noble. This triplex sheet could be easily fixed in a frame and the layers of copper corroded off. By such means, Dr. Muller succeeded in producing films of platinum, silver, nickel and iron 2 to 6 centimeters in diameter and varying in thickness from a hundred-thousandth of a millimeter to a 200-thousandth.

The tenacity of these excessively thin films is astonishing. For instance, the nickel film resisted the weight of a mercury column 25 cm. in height without suffering rupture. Unperished films were obtained having a thickness of one forty-thousandth of a millimeter and yet measuring 6 cm. across, of a 50-thousandth to a 100-thousandth of a millimeter and 2 cm. across. These last films were as transparent as crystal; it was possible even to take instantaneous photographs through them. The gold film allowed 50% to 60% of the spectral rays to pass through it.

Calculations showed that gold films with a thickness of about a 100-thousandth of a millimeter were roughly 30 times the diameter of their own chemical atoms and nickel films 25 times. Despite their relatively large surface, their bulk is very slight. Now the physical inertia of the vibrating membrane is the chief cause of the faulty reproduction of sounds in the telephone receiver; the lower the coefficient of inertia, the finer the reproduction. These new films are therefore destined to play a special role as membranes in telephony, in short-wave radiography and in telegraphy. Owing to the enormous disproportion between their surface area and their bulk, they cool so rapidly after the passage through them of an electric current that they can withstand a high voltage without melting. This constitutes a matter of the greatest significance in connection with many electric contrivances. If, for example, films of various metals are combined, irradiation of the junction produces thermoelectric currents indicating even a millionth of one degree centigrade. Hence, by using sufficiently sensitive galvanometers, it would be quite possible to measure the temperature of the constellations in big telescopes.

Again, in such sciences as zoology and medicine, these films can be employed to register the most delicate sounds. Probably, indeed, their future application will exceed the range of present envisageability. And, albeit the production of these films is still confined to our laboratories, the time is close at hand in which their manufacture on a large scale will be undertaken by industry.

When the Wrexham (Denbighshire) Fire Brigade arrived at a stack fire at Gweryllt Park, to which it had been summoned by telephone, the farmer met it and said he had not sent the message, and in any case was too poor to pay the expenses of the firemen. The owner of the park offered to contribute £5, but the farmer still said he could not pay the brigade, which thereupon returned home, leaving the stack burning. The stack consisted of about 10 tons of hay valued at approximately £50. The brigade's charges for fires outside the borough are £7 7s. for the engine and about 30s. an hour for the firemen.

WHITEAWAYS

CHRISTMAS CARDS

A SPLENDID SELECTION.
Do not forget the Friends at Home when it costs so little to remind them that they are not forgotten.



The "Best Wishes" Packet.

Of specially selected Greeting Cards with Envelopes
PRICE 50c. Pkt.

The "Elite Packet"
Of 9 specially selected Xmas and Greeting Cards. Envelopes to fit.



PRICE 75c.



The "Art Gem"

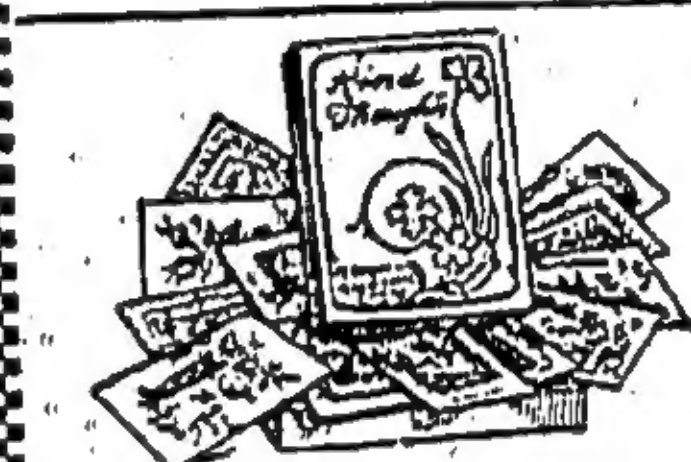
Collection of 12 Greeting Cards. Selected designs. Complete with Envelopes.

PRICE 75c. Pkt.

Remembrance
A neat box containing a choice selection of 9 Artistic Cards and Envelopes.



PRICE \$1.00 Box



Kind Thoughts

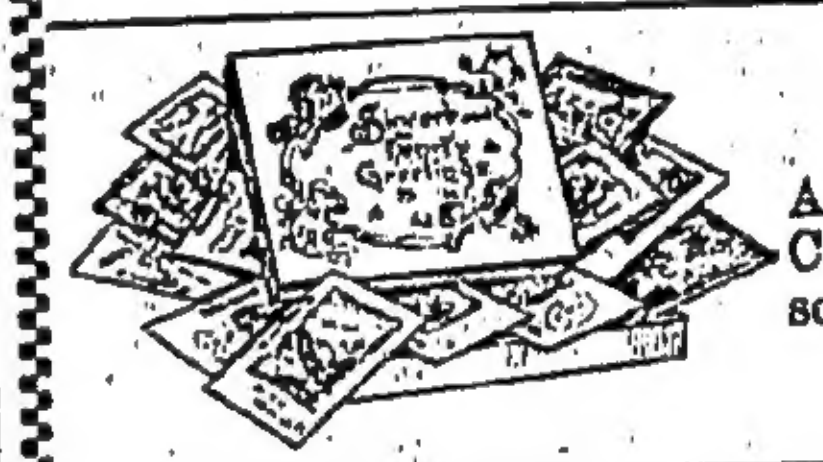
A casket containing a choice selection of 12 Artistic Greeting Cards and Envelopes.

PRICE \$1.50

The "Wonder" Box
A neat box containing 12 Choice Greeting Cards. Nice illustrations, complete with Envelopes.



PRICE \$1.75 Box



Sincere and Hearty Greetings

A cabinet of 12 Artistic Greeting Cards and Envelopes. A splendid selection.

PRICE \$2.25

Glad Tidings
A box containing 12 select Xmas Greeting Cards and Envelopes. Splendid value.



PRICE \$2.50



Happy Memories

A Casket of 12 Choice Designs in folding cards. Each one a Gem. Complete with envelopes.

PRICE \$3.25

CHRISTMAS CARDS By "Fish"

The renowned artist who has for many years delighted the readers of the "Tatler" and other publications by her quaint and charming drawings.

PRICE \$1.50 each

CHRISTMAS AUTO STATIONERY

Messrs. Raphael Tuck's Christmas Auto Stationery in numerous designs. Six Cards in a neat box complete with Envelopes.

PRICE 90 cts. and \$1.25 box.

ENGRAVED GREETING CARDS

A nice series of Engraved Greeting Cards with Envelopes to match. Very neat.

PRICE 30 cts. to 50 cts. each

SINGLE CARDS

A splendid assortment of single Cards with Envelopes to choose from. Something to suit all tastes.

PRICE 20 cts. to \$1.50 each.

CALENDARS

A nice range of fancy Calendars for 1928 in the newest and most up to date designs and styles.

PRICE 50 cts. to \$1.75

Christmas Tags for Parcels

Christmas Paper for Parcels

Christmas Tape for Parcels

TOYS, GAMES, CRACKERS.



When Teeth are Film Free Smiles are Charming

The dangerous film on teeth to which science ascribes many tooth and gum disorders. What numbers of authorities suggest doing for it

Send Coupon for 10-Day Tube

effective film-removing method. Ordinary brushing was found ineffective. Now two effective combatants have been found, approved by high dental authority, and embodied in a tooth paste called Pepsodent.

Curdles and removes film—
Firms the Gums

Pepsodent acts first to curdle the film. Then it thoroughly removes the film in gentle safety to enamel.

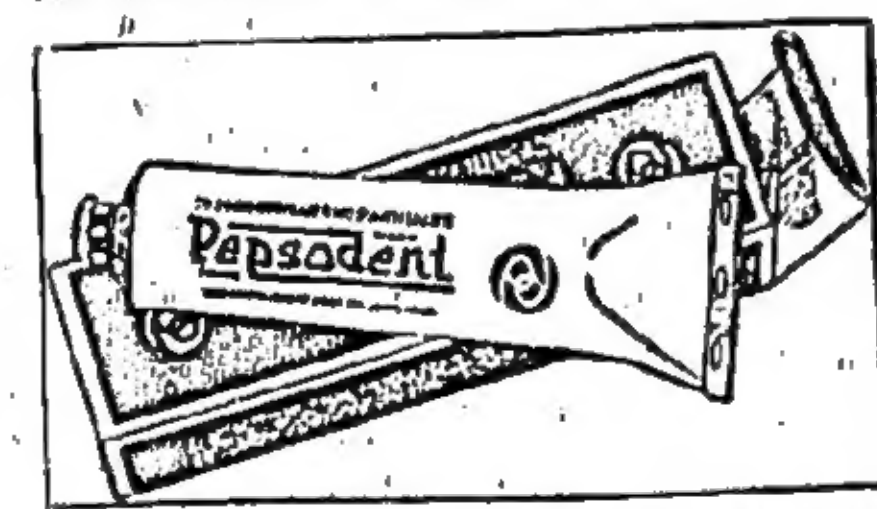
At the same time, it acts to firm the gums—Pepsodent provides, for this purpose, the most recent dental findings in gum protection science knows today. Pepsodent also multiplies the alkalinity of the saliva. And thus aids in neutralizing mouth acids as they form.

It multiplies the starch digestant of the saliva. Thus combats starch deposits which might otherwise ferment and form acids.

No other method known to present-day science embodies protective agents like those in Pepsodent.

Please accept test tube.

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

W. S. SHERLY & CO.,

Dept. CH7-13, 6 Queens Rd. Central, Hongkong.

1 enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

Address _____

City _____

Give full address. Write plainly. Only one tube to a family.

THE NAVY'S CHOICE

Cates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE

VALUABLE

FOR THE BEST GROCERIES AND PROVISIONS, FRESH MEAT, FISH AND EGGS AND POULTRY. WE OFFER YOU THE BEST VALUE OBTAINABLE.

Special Terms to Messes

NAVY AND ARMY CONTRACTORS WHY NOT GIVE US A TRIAL?

SANG LEE

89B Des Voeux Road.

(Old Fire Station.)



Good Enough for Another Season

Of course it's good enough—as fresh and clean as the day it was bought. That's what "International" Cleaning methods do for a garment. We bring back the bloom of new-ness to faded silks, satins, woollens, sheer fabrics, no matter how delicately tinted, without injury to material or colors.

The International Dry Cleaning and Dyeing Company.

10 Wyndham Street, Hongkong

36 Nathan Road, Kowloon.



GOOD WHISKY MELLOWED BY AGE "DON"!

A DON whisky and soda will give you that "pick me up" effect so necessary in this climate. Its purity and uniform excellence is due to years of ageing.

DON is back again for the first time since the war. Refresh your memory with a DON and soda to-day!

At your Club or Store.

N. S. Moses & Co., Ltd.

Agents.



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

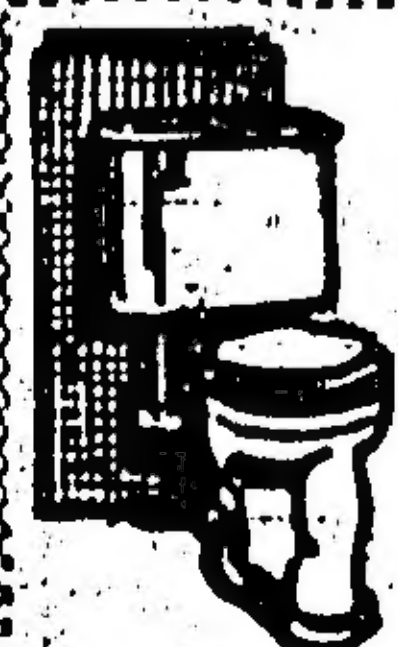


The Vitamin Milk-Food.

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.



FOR SANITARY, FITTINGS AND BUILDERS' MATERIALS
Inspect our Stocks:

Estimates Free for Sanitary Engineering and Building Materials

GAY KEE

69, Des Voeux Road, Central,

Tel. C. 5503.

THE WILD FAUNA OF AFRICA.

ATTRACTIONS OF KRUGER PARK.

STATE PRESERVATION.

The National Parks Board of Trustees have taken over control of the Sabi Game Reserve and have held meetings there to discuss developments contemplated with a view to making the reserve popular to tourists and to the general public.

It is felt by the board that access to a country where almost all species of extant African fauna can be seen in their natural surroundings, undisturbed by hunting parties, should be made possible by the construction of good motor roads. If the Kruger National Park (as the Sabi Reserve has been renamed) can thus be opened up to tourists, a great addition will be made to the attractions which South Africa offers to visitors from overseas.

Proposals considered by the board provide for the construction of roads throughout the length of the park from south to north. It is realized, however, that such roads must take years to complete, and in the meantime it is proposed to concentrate on two circular routes in the area bounded south by the Crocodile River and north by the Sabi River.

The first will start from the Crocodile River railway bridge, a few miles from Komati Poort, and will traverse 18 miles of open untamed veld to the Lower Sabi River, where what is now a ranger's cottage will probably be adapted for use as a tourists' rest-house. This road will then take a circuitous route back to the starting point. The second route will start from White River Settlement and make a circle round the southernmost portion of the reserve, and back again to the White River. These roads will link up with other roads through the large areas lying to the north which the board may decide to build at some future date.

Tameness of the Game.

Some wonderful sights were witnessed by the members of the board during their extensive tours into the reserve. On one occasion the party travelled in a motor-lorry driven by Mr. Paul Selby, a Rand mine manager, who is a member of the Board of Trustees. For safety, one of the party, Mr. W. A. Campbell, carried a rifle, which, however, he was never called upon to use. The game was so tame that herds stood in the sparse bush 100 yards away and stared at the visitors as they passed. Koodoo, in twos and threes, sniffed suspiciously from barely 50 yards away, their big, beautiful heads stretched out in an attitude of curiosity. Then, suddenly at a sign, they dashed off farther into the bush.

Once Mr. Selby drove the lorry off the beaten track to get a nearer view of these water-buck—fine animals with beautiful white streaks on their otherwise grey coats. The lorry came within 20 yards of them before they made a bolt into the denser bush.

Herd after herd of wildebeeste, alarmed by the roar of the motor engine, raced alongside the lorry for a quarter of a mile at a time. Occasionally the herd would stand regarding the party, and then continue grazing peacefully. At other times the tails of the wildebeeste would suddenly whisk in the air, and away the whole herd would go. Here and there a solitary wildebeeste bull, an outcast from the herd, gazed mournfully at the party, his ungainly form ready to charge off at the slightest sign of attack. All this at a distance of scarcely 50 yards.

The Lion's Roar.

When the Sabi River was reached only 18 miles of the park had been traversed. From north to south the park is 300 miles in length. On the homeward journey herds of zebra were seen. These animals looked at the visitors timidly from afar and trotted away. A solitary jackal stood still as a rock as the lorry glided by. Troops of baboons gibbered excitedly as they scrambled into safety, and steenbuck galloped gracefully not 60 yards away. Once the roar of a lion startled the party, and they prepared for a defence, but the lion never appeared. Tracks of buffalo showed plainly on the rain-soaked earth, and at last the visitors had been looking eagerly for it—a sable antelope sniffed at them from a distance of barely 30 yards.

Members of the board have stated that regulations will have to be devised regarding the admission of the public, at the same time guarding against poaching. The safety of visitors is another matter requiring consideration, for lions and other carnivora abound.

The preservation of African fauna is a matter of international

DISCOVERIES OR FAKES?

ALLEGATIONS BY FRENCH SCIENTISTS.

"PREHISTORIC" FINDS.

Paris: Allegations that the archaeological discoveries at Glozel, near Vichy are nothing more than fakes have taken a somewhat unusual turn among scientific circles on the Continent. The finds aroused interest among experts throughout the world and were the subject of fierce controversy.

While savants such as M. Salomon Reinach and M. Lotz, after months of careful study, have concluded that the Glozel relics date back to the Neolithic period, and historians such as M. Camille Julian declare that they belong to the Gallo-Roman period, M. Dussaud in a communication made to a secret meeting of the Académie des Inscriptions et Belles-Lettres says that everybody has been deceived by the discoveries.

M. Dussaud advances the statement that the discoveries have been made progressively, as the reputation of Glozel became more and more widespread.

Engraved Bricks.

In the first instance, he says, bricks were exhumed bearing characters which had been engraved on them before the bricks had been baked. These bricks bore what apparently were Phœnician alphabetic letters. M. Reinach, said M. Dussaud, found in this new argument for his pet idea that our civilisation is not Oriental, but is derived exclusively from the Mediterranean basin.

Thereupon, continued M. Dussaud, the inscription on the bricks appeared to have followed and fulfilled all those prophecies made about them. In this way M. Julian declared that he had been able to translate an inscription on one of the pebbles found at Glozel which he says was written in Phœnician characters.

Another archaeologist then observed that these characters belonged to the lowest period of Phœnician writing, and that it was curious that, amid such ancient relics, no trace had been found of the classic Phœnician alphabet.

"Curiously enough the Glozel field immediately produced inscribed tablets bearing signs of the most classical Phœnician alphabet, but which, at the same time, had one or two Roman letters, particularly the Roman 'B'."

M. Dussaud regards this fact alone as sufficient to indicate that the inscriptions are forgeries. Later, a stone engraved with the image of a reindeer was found, and this greatly upset M. Reinach and those who were inclined to regard the Glozel discoveries as belonging to the Neolithic period, for the reindeer did not live in that age.

Engineer Excavates.

"For the time being this was explained away," said M. Dussaud, "by the argument that the drawing was not that of a reindeer but of an ordinary deer."

Matters reached a head when excavations were carried out in the presence of an engineer, M. Bezons de Vironne. The excavator's pick struck a hard object. The engineer thereupon dug a trench from the opposite side of the object to be exhumed. He thus found that the earth had been freshly turned over the object, which happened to be a vase.

He was able to pass his arm freely under the excavation without removing the earth above, which led him to the conclusion that the vase had been recently placed there.

"It is now the Government's duty," said M. Dussaud, "closely to examine the objects found, and to carry out a chemical analysis of the bones, hairpins, and similar objects, because, far from being made of reindeer bone, it would appear that they come from the carcasses of cattle, which only a few years ago were peacefully browsing on the land."

Tell-Tale X-Rays.

One of the most remarkable instances of the misjudgment of connoisseurs was that of the wax bust of Flora, which was purchased for \$9,250 in 1909 by Dr. Bode, the eminent German art connoisseur, in the belief that it was the work of Leonardo da Vinci.

Doubts having been raised as to the authenticity of the bust, analyses and X-ray examinations were made which conclusively proved that instead of being a Renaissance treasure the bust was an Early Victorian work by a British artist, Mr. R. C. Lucas.

The use of the X-rays and microphotography has made discovery of "fakes" much less difficult.

Importance, and the trustees hope to receive assistance from England, the Continent, and America, and to enlist the aid of zoological and scientific societies in carrying on their work. The members of the board hope to make the Kruger National Park as famous as the Yellowstone Park in the United States.



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W. H. Lever (the late Lord Leverhulme)
in April, 1887.

If you want a really good job made of your PLUMBING, SANITARY and HOT & COLD WATER INSTALLATIONS ask us to quote. Remember we provide qualified European Supervisors and employ our own men.

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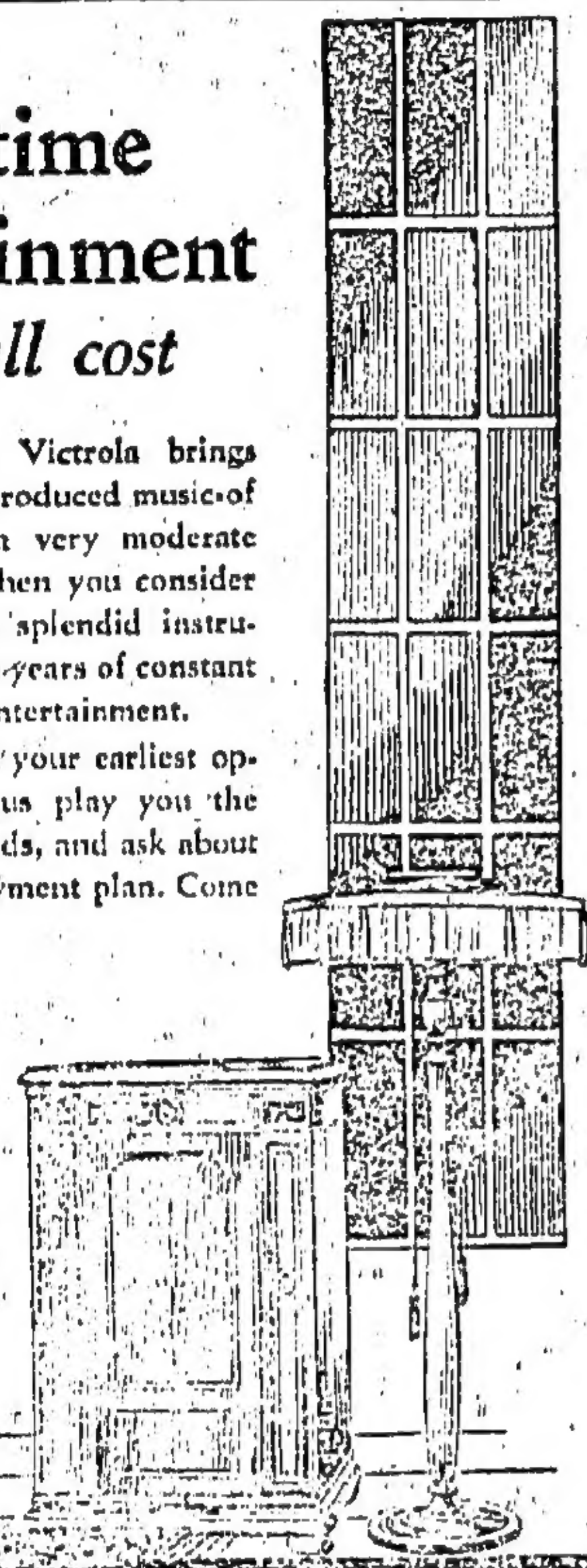
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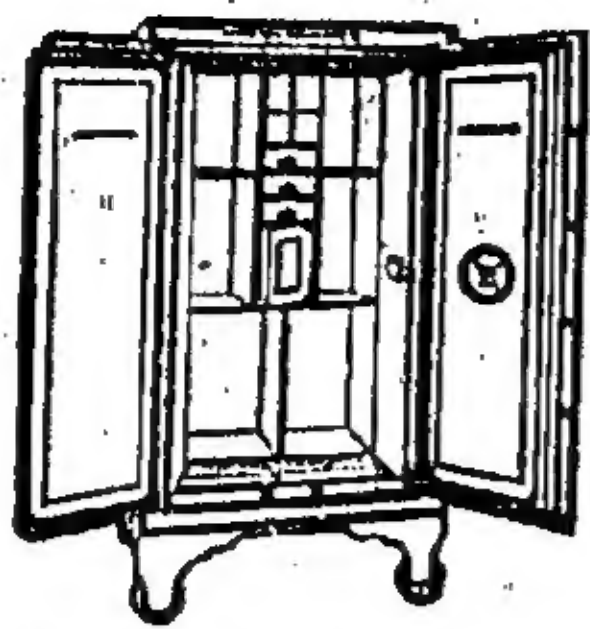
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The Hongkong Telegraph.

SATURDAY, NOVEMBER 5, 1927.

EMPIRE TRADE.

There is something particularly refreshing in the declaration on the subject of Imperial trade made by the Australian Prime Minister, Mr. Bruce, on the occasion of a welcome to the Rt. Hon. Mr. L. C. M. S. Amery, the Secretary for the Dominions, who is touring the Commonwealth. Mr. Bruce, with characteristic Colonial directness, stated that Empire trade opportunities had been left begging, Britain having allowed many golden opportunities to be wasted. He emphasised the desire of Australia to develop the country with British stock, to buy Empire goods, and to sell Australian exports in the Empire markets. The result of such a statement will be nothing at all, however, unless it be followed by actual accomplishments, and there lies the urgent need for a formulated policy of inter-Imperial commerce. Such a plan was outlined at the last Imperial Conference, and no doubt a great deal of good has followed. However, there have been strikes, industrial unrest, and labour agitation, not by any means confined to the home country, which have impeded the attainment of a condition of flourishing trade which the legislators and conference delegates envisaged. It has to be remembered that there are such questions as tariff walls, reciprocity, and so forth involved. The colonial dominions are no longer mere appendages to the British Isles, but individual nations, with their own commercial policy. Their programme has been of a vigorous nature, and they have sought commercial treaties abroad by which to improve their export business and swell the statistics of their trade departments. Thus it cannot be said that the colonies have been idle in the matter. The following, from a recent Canadian review, is eloquent of the position: "Canadians have exported Canadian products and acquired experience in the export business since the *chateaux de bois* laid the foundations of the fur trade in the Seventeenth Century. At a later date, Canadian lumber and grain and other foodstuffs made themselves known in the markets of the world. A development of much more recent date, however, is the interest shown by Canadian firms in securing foreign markets for a variety of Canadian manufactured goods. A comparatively new element, therefore, has entered the arena of export trade."

It may be inferred that the question of inter-Empire commerce is only an item in the programmes of the councillors of the various territories affected, and the matter of related foreign trade deserves full consideration. Now that an international conference is drawing up a plan to do away with tariff rates, customs exactions, and other so-called trade barriers, the Empire must become specially interested. No doubt there are opportunities for Britain to extend her markets abroad, and the imposition of certain duties has enabled more trade to be done within the Empire. But commerce must be universal, in the widest sense of the term, to be of permanent good, and in building up connexions a narrow outlook would be fatal. Both the mother country and the colonies should try to extend business dealings with one another, but always along the path of open competition. Imperial preference can be tacit—it need not require written agreements to ensure adherence, whenever possible, to the slogan "buy British goods." It requires that the goods in question be there when wanted, and that they stand comparison, both as to quality and reasonable cost, with the offerings of foreign competitors.

Anglo-American Feeling.

Perhaps one need not pay very serious heed to the foolish campaign which has of late been waged by Mayor Thompson, of Chicago, for there appears to be plenty of effective retort forthcoming from serious-minded Americans who cannot but deplore the anti-British vapourings of so ignorant and bigoted a man. But, even if the majority of British people can find themselves able to smile at "Big Bill" it ought to be frankly recognised that there is developing much acerbity among the prominent writers and speakers of both nations—a development much to be regretted. While the idea of open enmity between the United States and Great Britain has rightly been described as "unthinkable" it will not become so very unthinkable, if, in the process of time, there develops an unfortunate intensification of the present habit of using complimentary language one towards another. Perhaps it is because they are so much akin and know each other so well that Britons and Americans seem to think that they say all manner of hard and biting things in the way of "friendly criticism" but there ought to be a little more studied care lest what is often intended to be raillery and good-humoured banter becomes tinged with offence-giving satire. It is rather playing with fire to tell each other so often how and where we are wrong, especially because post-war events have not infrequently found the two countries on different sides in really serious matters. The vexed questions of war-debts, disarmament, tariffs and the like have not added to the amount of amicable feeling and when a responsible man like Mr. H. G. Wells sees fit to pen a pretty stiff "kick-off" to American critics he is only inviting reprisals of similar strain. And one cannot help thinking that really responsible Americans ought to take a hand in checking the sayings of Chicago's Mayor.

EXCHANGE RATES.

London, Nov. 4.	124.05
New York	4.86 31/32
Brussels	34.94
Geneva	25.25
Amsterdam	12.08
Berlin	20.34
Stockholm	18.16
Copenhagen	18.17
Oslo	18.46
Vienna	34.60
Prague	16.44
Helsingfors	19.34
Madrid	28.52
Lisbon	2.29 3/4
Athens	3.66
Bucharest	5.29 3/4
Rio	47.53 3/4
Buenos Aires	2.63 1/2
Shanghai	1/16 15/16
Bombay	2/0
Hongkong	1/10 27/32
Yokohama	20 1/2
Silver (spot)	20 1/2
Silver (forward)	20 1/2

Divisional Inspector Albert Collett, formerly of the Hongkong Police, celebrated his silver wedding at Home on September 20. He was married at St. John's Church, Coleford, Gloucestershire, in 1902.

TO-DAY.

Dollar on demand 2/- 1/16
Lighting-up 5.44 p.m.

DAY BY DAY.

WORK IS THE INEVITABLE CONDITION OF HUMAN LIFE, THE TRUE SOURCE OF HUMAN WELFARE.—Tolstol.

The E. and A. s.s. Tandra is due here with the Australian mails on Monday morning at daylight.

The continuance of the fine weather over the week-end is predicted by the Royal Observatory, the forecast up to noon to-morrow being: "Northeast winds, moderate; fine."

The loss of \$200 from the ground floor of No. 115, Queen's Road, East, was reported to the Police yesterday. A foki is stated to have disappeared.

Suffering from injuries received during a fight with others, a coolie working on the Morrison Hill excavation was taken to the Government Civil Hospital for medical attention.

As the result of being knocked down by a motor lorry in Des Voeux Road, Central, yesterday, fell and sustained concussion. He was taken to the Government Civil Hospital for medical attention.

A Chinese, in attempting to alight from a moving tram car in Des Voeux Road, Central, yesterday, fell and sustained concussion. He was taken to the Government Civil Hospital for medical attention.

Among many new tenders being called for in the Government Gazette is one for the supply of one tank wood motor driven launch, speed 9 knots, to the Government. The price is not to exceed \$7,000.

A particularly attractive display of artificial flowers is to be seen in one of Whiteaway's windows. These are the latest from London, and reveal unusually clever imitation of the originals.

It is announced in the Government Gazette that the names of The National Optical Company, Limited, and the New Kowloon Cinema Theatre Company, Limited, have been struck off the Register.

The annual general meeting of members of the Hongkong Horticultural Society will be held in the Board Room of Messrs. Jardine Matheson & Co. Ltd., on Tuesday, November 29, at 5.15 p.m.

Among the recent events depicted in the topical gazette which will be screened at the Queen's Theatre to-morrow is the return of the Prince of Wales and Prince George after their seven weeks' holiday in Canada.

The Christmas letter mail via Marseilles for Great Britain will be closed at the General Post Office on November 19, at 9.30 a.m. The mail will be shipped on the s.s. Suva Maru and is due in London on December 20.

Harvest Thanksgiving services will be held at St. John's Cathedral to-morrow, marking a revival after a long period. The church will be decorated and the collection at the morning service will go towards Earl Haig's Fund.

Passengers arriving yesterday from Japan via Shanghai by s.s. Hakone Maru included Mr. and Mrs. J. H. Backhouse, Mr. A. G. Midgeley, Mr. L. D. Legge, Dr. F. P. Nord, Mrs. M. A. Rennie, Mr. G. Quinn, and Mr. J. Sullivan.

The manager of the Tung Man Lee Import and Export firm, of No. 3, Chin Lung Street, reported to the Police yesterday that he gave a foki the sum of \$400 to be remitted to the country through the Tai Wan Bank, and that the foki absconded without either taking the money to the bank or returning it to the shop.

Mr. Charles Chamier's new Our Cabaret company will open its short season at the Queen's Theatre on Sunday next. The company will appear at all performances and will give a change of programme with each new moving picture programme. After its eminently successful season in the Star Theatre last August, the company needs no introduction in Hongkong and it can rely upon a cordial reception at the Queen's Theatre.

Honouring two people who have done valuable service in the name of France in Shanghai and China, the French Government has conferred the Croix de la Legion d'Honneur on Father Verdier, Father Superior of the Catholic Mission at Nanking, and Mr. Francis Schwyzer, Vice-President of the French Municipal Council. The presentations were made last Monday at the French Consulate-General when the two decorations were pinned on the breasts of the recipients by Admiral Stoltz, of the French Far Eastern Squadron.

A PEKING VISTA.

Chance Brings a Guide.

I was certain that he had been in America. There was something about the cut of his coat, an accentuation of the waistline and a certain "snappiness" of cut, which indicated an American origin. Then, too, the shoes were unmistakable. He was the complete picture of Young China on the American model. I spoke to him.

The response was courteous, affable. His English was excellent, with now and then an Americanism by way of seasoning. Yes, he had studied for six years in America. Some military training, and the beginnings of a professional course, and then back to China to play his part in the revolution. A major on the staff of Li Yuan-hung at the age of 21, and then, as a reward, an appointment to the Railways Commission.

I was to be in Peking for some weeks and permit him to introduce me to the less frequented corners of the ancient capital. Alas, I had but two short days, and then must be on my way to Mukden, Seoul, Kyoto, Yokohama, and thence across the Pacific.

At any rate, I must notify him of my hotel. He had nothing to do for two days; I must command as much on his time as I cared to use. His name and address were on the card which he handed to me.

A striking name it was. The first name was English, and the second name was Chinese. That first name he bore out of respect to a famous American who had been father's friend, patron and host when he first came to the United States a generation ago. A charming way it is of joining Orient and Occident, of bridging the broad Pacific.

I should have been a guest under his roof, he told me, but he lived in the Chinese fashion, and he believed I would not find it comfortable. He hoped that I might meet his wife. I could tell from the way he spoke that he was very proud of her.

Next morning he came for me to the hotel and in rickshaws we set off on an amazing round of visits. Through narrow streets lined with overhanging balconies, our coolies good-naturedly shouting to clear a road for us, with here and there a stop and a descent into a dark and unprepossessing shop where the proprietor at my friend's request displayed his best wares, of jade, of bronze, or embroidery, or porcelain.

Then on to the old examination cells, where under the Manchou regime those youths who aspired to posts in the civil service, after years of study of the classics, submitted themselves to a trying ordeal of searching examination, each locked in his little pen, fasting through long days as he wrote and wrote. On his answers to the questions depended his whole career. To pass meant the attainment of comfort and honorable position for life, to fail meant degradation and often ostracism. We visited many other interesting places, among them the ancient astronomical observatory.

We lunched at my hotel, and then, again in rickshaws, rode out through the gate of the Tartar city, and on until we came to a large inclosure, in the middle of which rose the great Temple of Heaven. Except the matchless Taj Mahal, I know of no more impressive building. It is on a stupendous scale. The approach consists of three circular terraces, each surrounded by a massive white marble balustrade, intricately carved, with flights of white marble steps leading up to

the structure itself. Were there no temple, the terraces in themselves would be a marvel. From this rich base rises the structure, of gigantic cedar timbers richly painted, and above the great conical roof of ancient tiles, their glaze as perfect as on the day when they were first made. They are of a wonderful shade of blue, the secret of which is lost.

We proceeded up the steps and into the temple. There, in the dusky interior, we looked up into the complete darkness in which the uppermost beams and rafters were concealed. In this awe-inspiring spot, which seemed to carry one into a remote and shadowy past, a feudal age of fierce celestial warriors in saffron armor, bearing two-handed swords, I was amazed to see, strung from pillar to pillar at no great height above the floor, a score of yards of telephone wire.

A more complete anachronism could hardly be imagined; no combination could have appeared more incongruous. It was like finding a sewing-machine in the Acropolis! "How extraordinary!" exclaimed to my friend, "What are those wires doing here?" "Oh," he explained, "in a matter-of-fact tone, those were for our field telephone, you know."

Then he told me how, a year before, there had been fighting here between revolutionary and anti-revolutionary armies. The Temple of Heaven had served one faction for a time as military headquarters. He himself had directed artillery fire from within the temple inclosure. So have old faiths crumbled, temples have become barracks, and the fragrance of incense has yielded to the acrid fumes of gunpowder.

Next day, we drove in a Ford car to the Summer Palace, Yuen-mingyuen, several miles northwest of Peking. The roads were made for bullock carts, rather than for automobiles. Great stone slabs make excellent roads while they remain level, but when they sink or slip at different angles, and become rutted with the wheels of centuries, they are a menace even to Fords.

My friend's wife came with us, a perfect little Chinese lady of the new regime, wearing the simple but beautiful and modest coat and trousers of the Republican era, her black hair most wonderfully smoothed back and knotted, with a flower plaited into it. She was a picture in a ricksha, but she looked odd in the Ford. She had been to an English school in Shanghai, and understood our conversation, but was too shy to attempt to take part in it.

On our return to Peking my friend became even more persuasive than before. I must stay longer in Peking. It was absurd to leave it after only two days. He would consider it a tremendous honour if I would permit him to entertain me for a few weeks longer.

Finally, he made a proposal which only the direct necessity obliged me to reject. If I would stay but one day longer, he, as member of the Railways Commission, would requisition a locomotive and a private car and take me to Kalgan, to see the Great Wall. I wavered, but I had no choice. I said good-bye to the most hospitable friend I have ever made, and that night was off to the northward. But I saw the Great Wall where it comes down to the sea at Shan-hai-kwan.

L. R. M.

HOUSEHOLD WORKERS FOR AUSTRALIA.

TRAINING HOSTEL TO BE OPENED.

London, Nov. 4.

The Duchess of York has consented to open, on December 10th, a hostel recently established by the British and Australian Governments at Market Harborough, Leicestershire, for training British girls as household workers for employment in Australia.

The hostel is witness to the importance attached to the settlement of British women in the Dominions and marks an interesting step in the development of State-aided migration. It is the outcome of a recommendation made at the last Imperial Conference that the Dominion Governments should join with the Home Government in providing facilities for training and testing the fitness of intending women settlers, prior to their departure overseas.

The course extends from six to ten weeks and includes free instruction and maintenance. At its conclusion, those trained are eligible for free passages to Australia where household employment at good wages is guaranteed. —British Wireless.

BRITISH MOTOR INDUSTRY.

CONFIDENCE OF THE PRINCE OF WALES.

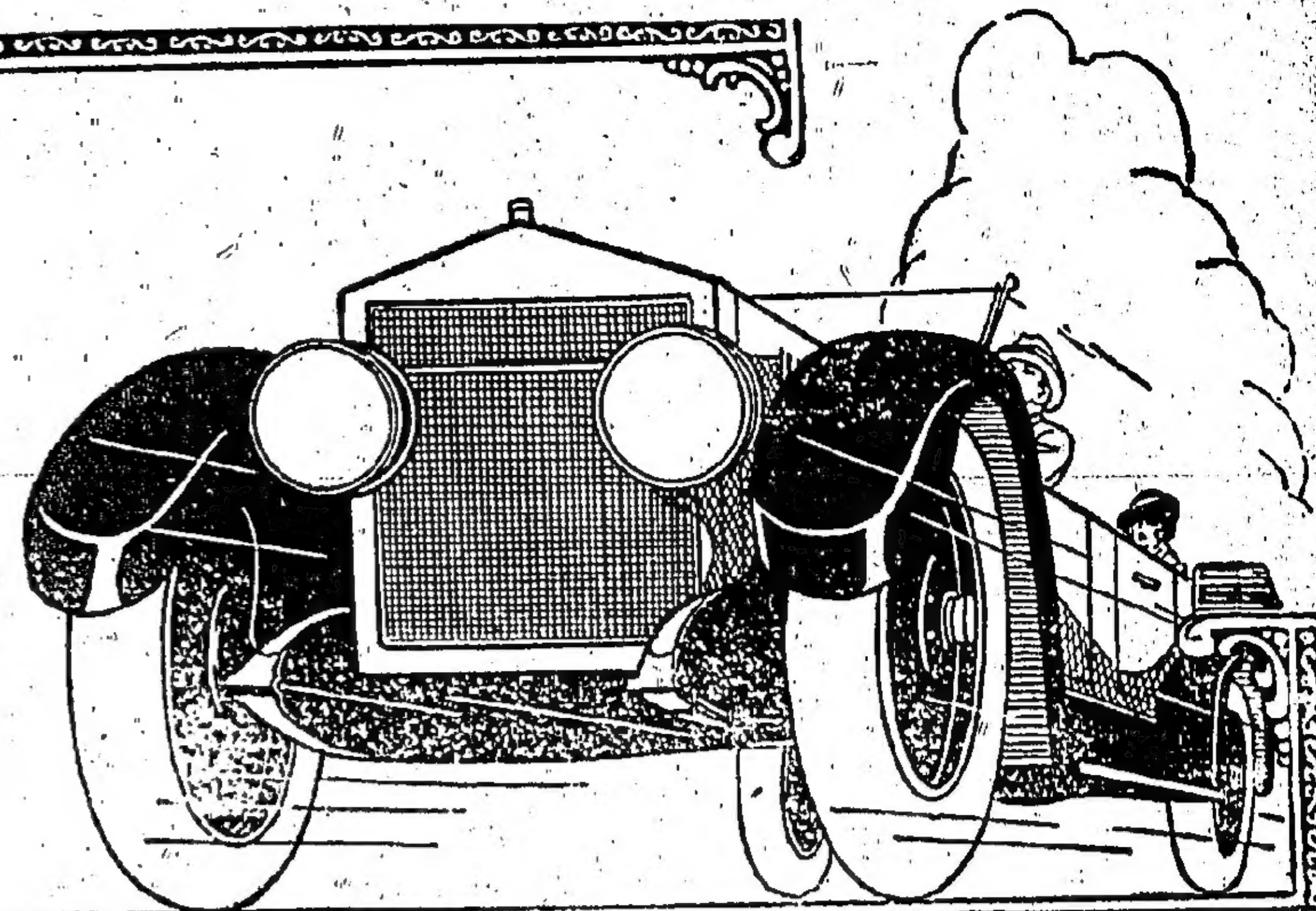
London, Nov. 4.

The Prince of Wales, in opening the Scottish Motorcar Show at Glasgow, to-day, said he was always glad to be associated with any British industry and specially pleased to do anything to encourage an industry which had gone ahead as the British motor industry had done. That industry had advanced from a position which was little more than the production of a means of pleasure to be one of the most important industries in the country, employing a very large section of the population. Fine and reliable cars were now produced at prices well within the reach of those of moderate means.

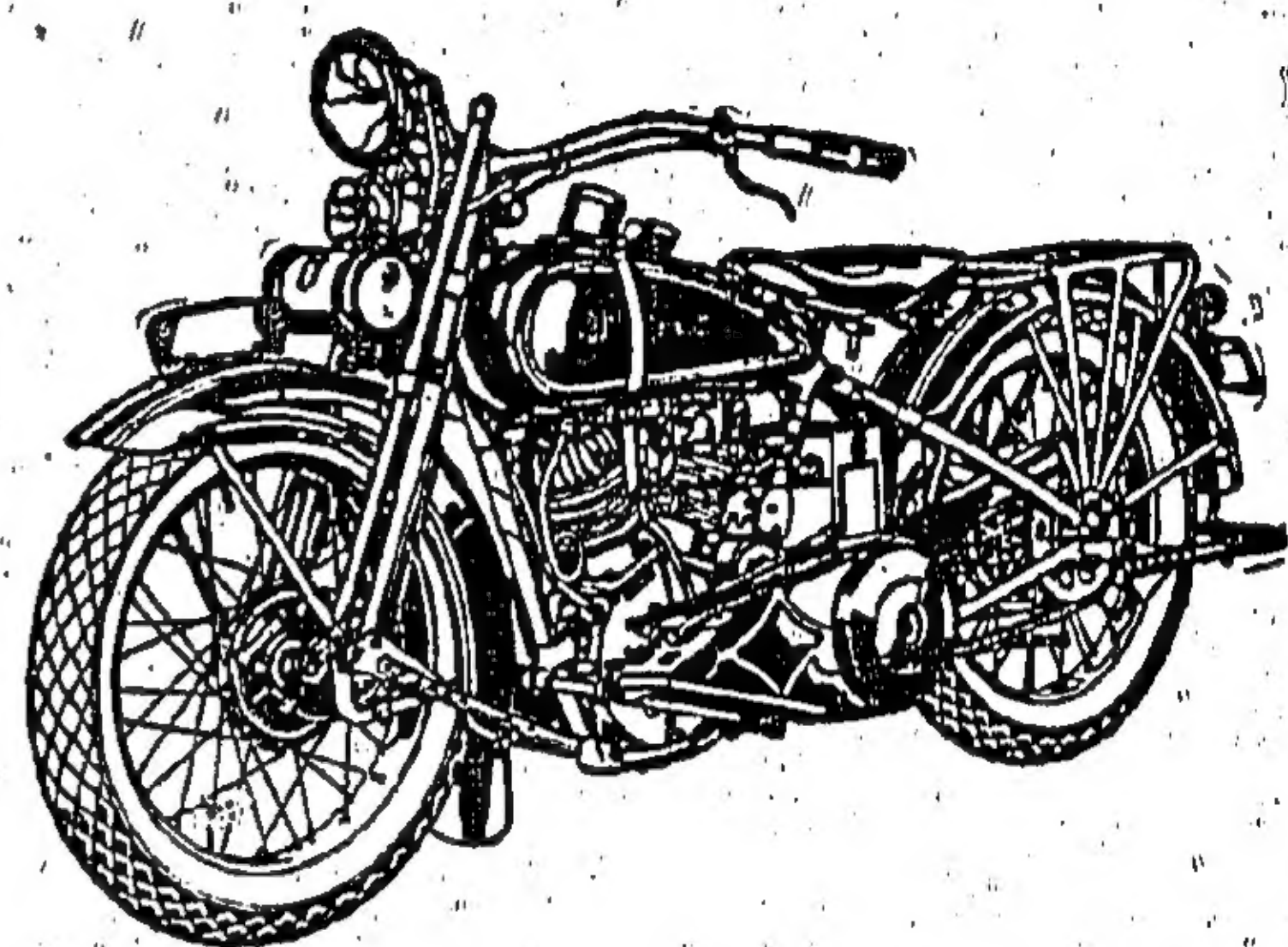
The Prince emphasised that motor manufacturers must not lose sight of the export trade. There were thousands of British overseas who wanted British cars in preference to those of foreign make. The local conditions in our great dominions were many and varied, but they were well worth studying in order that cars might be produced for colonial use which would command a market. —British Wireless.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 5th NOVEMBER, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



1928 HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE
—CONTROLLED MECHANICAL
OILER AND AIR-CLEANER
are prominent advancements.

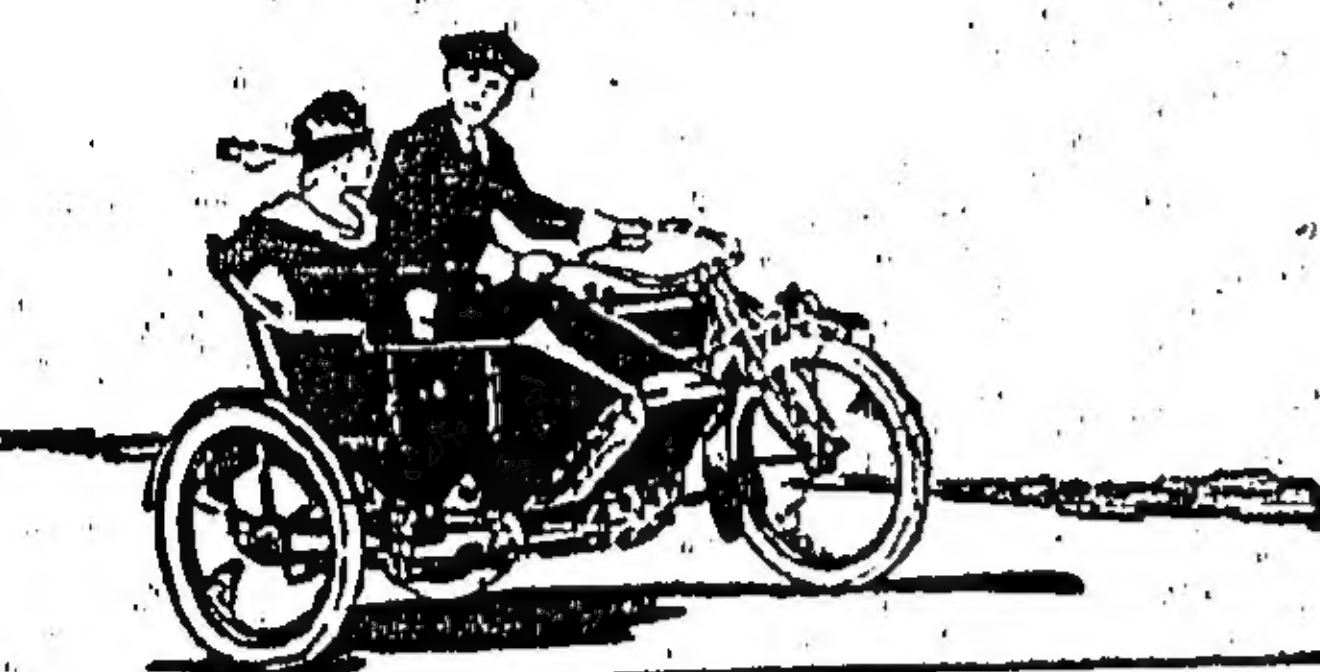
SPECIAL SPORT SOLOS ARE LEADERS
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Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Take Bus Route No. 7. (Passes Door).



CURRENT COMMENT

Our Rickshaws.

An interesting statement was recently made to the effect that there are now less than 200 rickshaws in Tokyo. Not so very long ago, thousands of these vehicles lined the streets of that city, and the total present number might then have been found on any one public stand. The change is attributed to the wide use of motor vehicles, a change which clearly indicates that Japan is keeping up with the times. We in Hongkong might well take a lesson from Tokyo, as it is plainly seen that we have far too many rickshaws on our streets at present, and with the ever increasing number of motor vehicles, congestion is likely to arise, and accidents occur as a result of an excessive number of the coolie-drawn means of conveyance. As it is, there is not nearly sufficient parking spaces for motor vehicles, and it cannot be denied that the gradual removal of rickshaws will not occasion much inconvenience to the public. The ricksha pullers themselves are largely to blame for the feeling that they might well be dispensed with, for they have a habit of loitering on the thoroughfares, and suddenly darting across the roadway in order to importune potential fares. They cause a distinct danger and nuisance, and the sooner Hongkong follows the lead of Tokyo, the better.

The Beacon.

The "Aga" traffic beacon has been given a fair trial now, and quite a large number of motorists will agree that it has proved a satisfactory solution to the question of traffic control at that point. There is no doubt but what there is far less congestion than formerly, and the majority of drivers circulate round the beacon in the manner intended. The arrangement is much better than the method of stationing constables to direct the traffic, the hand signals so often proving most misleading and confusing. It is well worth noting that since the introduction of the "Aga" light, no accidents of any kind have been recorded, neither have the Authorities received any complaints from either motorists or pedestrians. The scheme might be extended to other points in the Colony, such as at the junction of Salisbury and Nathan Roads.

Passing Obstructions.

We would like to call the attention of motorists to the procedure which should be followed on the Morrison Gap Road just east of the Naval Hospital. There is an obstruction where part of the roadway is being re-aligned, and for easterly bound traffic, this obstruction is on the nearside of the part of the road on which they

travel. Quite a number of cars fail to give way to traffic coming from the opposite direction, although it is obvious that west bound traffic should be given right-of-way. Only when it is possible to pass the obstruction and pull over to the correct side of the road before the oncoming vehicle reaches the spot, is it permissible to travel on the wrong side of the road, and all road users should give the right-of-way to any vehicle which has its own half of the thoroughfare clear. It is not road etiquette to scramble through, and, in so doing, either cause an obstruction or possibly an accident.

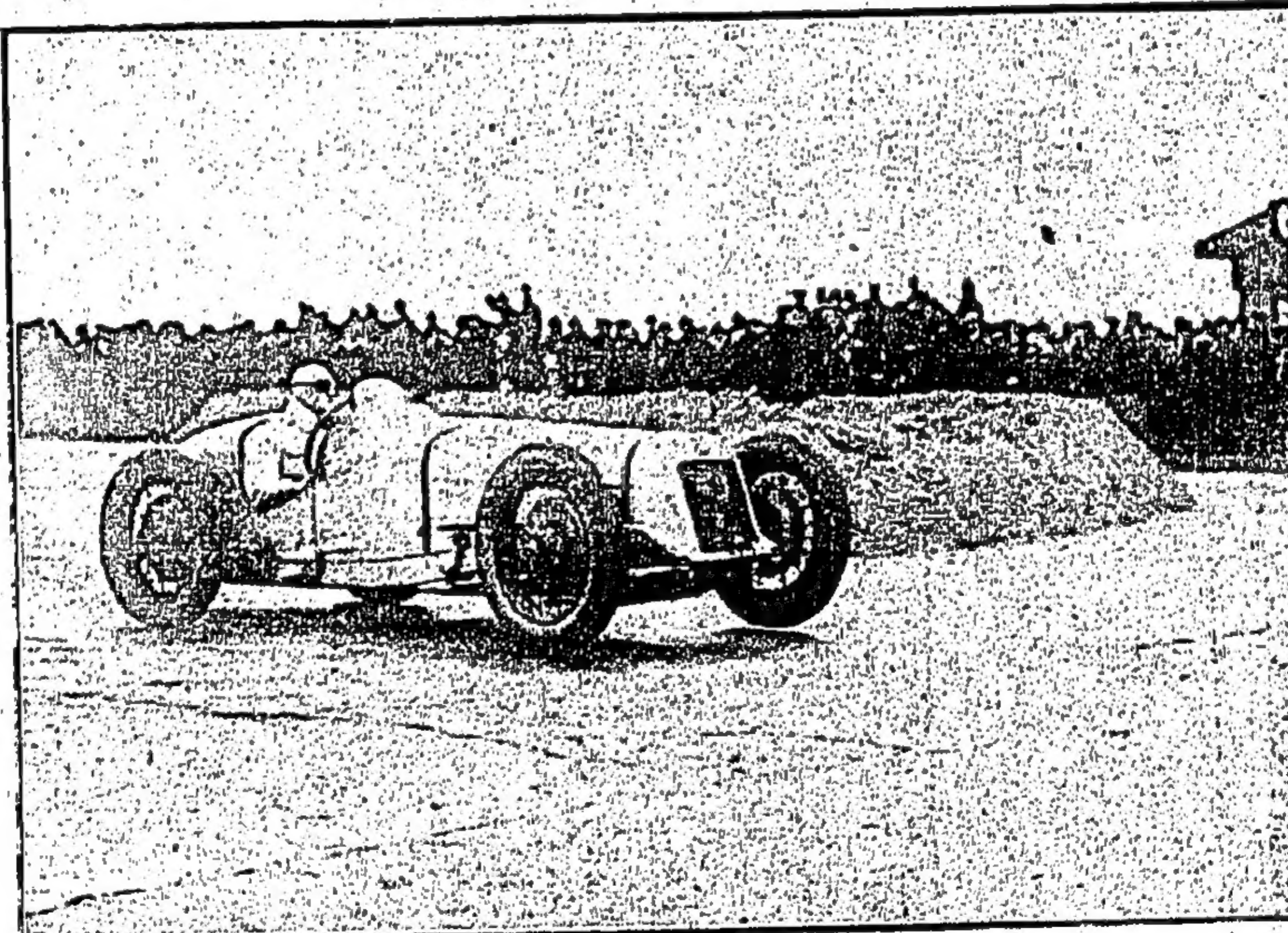
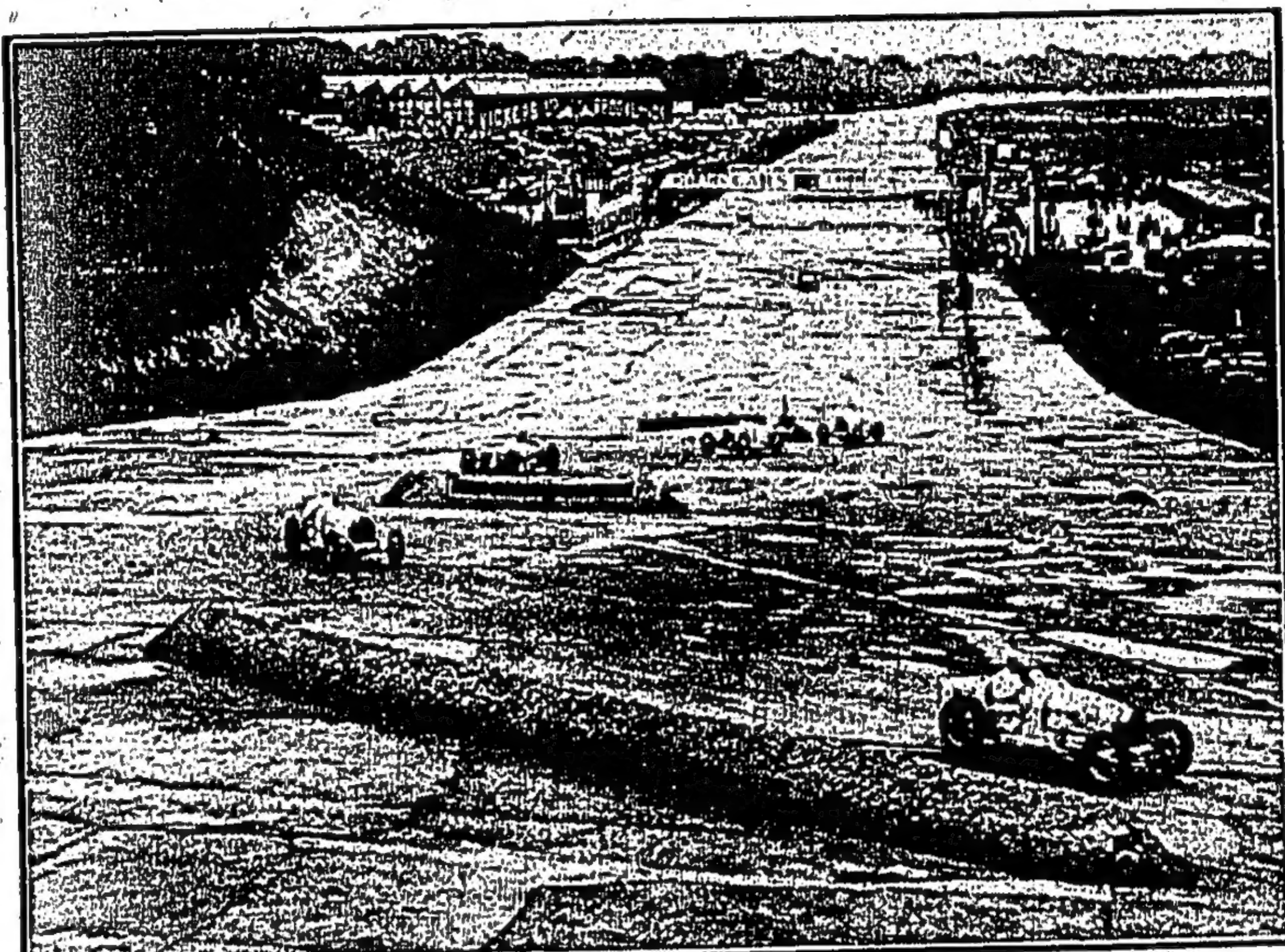
Commercial Siders.

We have lately noticed the appearance of several motor cycle carriers which have been put into use by various firms, as have also ordinary three wheeled cycle carriers. The former type is most economical in both time-saving and cost of operation, and for firms which have a daily delivery of small parcels to cater for, the motor cycle combination offers a most attractive solution.

Taipei Bridge.

On and after Thursday next it will again be possible for motorists to enjoy a complete circuit of the New Territories, for the new Taipei Bridge is to be opened on that date. It will be remembered that as far back as July, 1925, the old four-span bridge between the road and the railway embankment was torn adrift owing to an exceptionally heavy deluge and high wind, and since that time a temporary bridge, laid on top of the supports of the old one, has had to do duty. This has prevented heavy motor vehicles using the through road and, owing to the necessity of having the temporary bridge guarded by gates, there has been a ban on night driving. Since the typhoon storm of August 20th. last, when this temporary affair was so damaged as to be unsafe for use, there has been no traffic at all between Taipei and Shatin. Motorists, to whom the New Territories run is particularly attractive and enjoyable at this time of the year, will therefore be pleased to learn of the opening of the new permanent structure which has been built almost alongside the old one—on new supports well founded on a rocky bed. New approach roads have had to be made and opportunity has been taken to ease off the rather dangerously sharp corner on the hill side of the bridge. The new bridge is designed to carry all kinds of motor traffic, and it is to be hoped that it will have many years of useful existence.

WORLD'S GREATEST RACING DRIVERS AT BROOKLANDS.



Some of the world's greatest racing drivers competed in the British Grand Prix of 327 miles at Brooklands. The top picture shows a general view of the race, and the lower, the winner, Benoist, taking one of the sandbank turns during the race.

PACKARD RECORD.

Factory Flooded with Orders.

Packard car shipments for August, 1927 were the greatest in any month of the company's 28 years, according to figures just compiled by the Packard factory. The previous high record for any one month was substantially bettered and it is a certainty that September, 1927, shipments will total the largest yet.

Although the new Packard cars which comprised these shipments were formally announced only within the past two weeks, many thousands have been in owners' hands for nearly three months. Refinements and improvements on the new series Packard Six and Eight cars have proved to be so important that even before the announcements public acceptance was great enough to set a factory shipping record in a month long known as one of the quietest in motor car sales.

Officials of the Packard factory believe that such a record is further proof of progress in the stabilizing of motor car buying. It indicates, they feel, a steady forward march toward a better buying trend in the purchasing of a good motor car, and the driving of it over a long period of time. Comparison of

shipment figures during epochs in Packard history show how this habit of better motor car buying has been steadily growing.

In what might be termed the infancy of the present Detroit plant, cars shipped in the four years from 1904 to 1907 inclusive totalled considerably less than were shipped during August, 1927. In that one month alone only four less units were loaded for shipment than were produced during the entire year of 1913, a period corresponding to the half way milestone in current Packard history.

The year 1903 saw the Packard Motor Car Company moved from its tiny plant at Warren, Ohio and established at Detroit, but it was not until the following year, 1904, that "production" was actually begun. To-day, refinements and improvements which make for lower and more beautiful lines, longer motor life and greater driving convenience are causing nearly all of that yearly "production" to be shipped in a single day's work.

Despite an increased production schedule and a greater shipping programme, the Packard Motor Car Company entered its new fiscal year—and its full business—with thousands of unfilled orders. The unusual reception accorded the improved Packards together with normal sales expectancy indicate strong activity in Packard sales this fall.

CALCULATING COST.

What to Save for a Car!

Mr. Remsen B. Ogilby, president of Trinity College, has figured out exactly what a family of moderate means should put aside annually toward purchase of a car.

He first lists the following items of credit:

Carfare saving\$120
Taxis and railroad fares\$150
Increased business radius\$300
Health saving\$250
Total credit\$820

From this Mr. Ogilby deducts maintenance cost of the car, which he places at about \$530, and so finds the difference of \$270 as the amount we can put aside for a few machine.

SPIRAL APPROACH.

A tall building with double spiral ramps from ground up has been suggested as a new kind of approach to a contemplated bridge over the Mississippi at New Orleans. It would save space and reduce cost of the bridge, say its advocates.

THE CAR-QUEUE PROBLEM.

A Munich Hint for Its Solution.

Although no town in Germany has to cope with as much traffic as London, and though the average street in a German town is far wider than that of a London town, there is no doubt that there is something to learn from Germany in the matter of traffic control.

The greatest cause of hold-ups in London theatre traffic is the man who cannot tender his exact cab-fare. On a wet night, when the theatre-goer is loth to walk

the length of a street in the pouring rain, hundreds of people are held up while the taxi-driver drives beneath his great-coat in search of change for a ten-shilling note. In Munich, however, some hundred yards before the door of the theatre, there is a post where all the taxi-drivers pull up and demand their fare through a little window in the partition.

If the passenger can pay the exact money (including the tip), the taxi moves forward past those who are still struggling with their change, drives up to the door, delivers its passengers, and drives on immediately. Thus the public is set down at the very door in a continual and fast-moving stream. This arrangement is also applied to railway stations and the Exhibition Park.

When You Say—
"Give Me A Cheap Oil"
You Forget—
2000 Explosions!

Take the muffler off your car and you'll quickly hear what power is. A machine-gun succession of explosions—from 2,000 to 4,000 per minute.

And every explosion makes pistons go up and down. That's power.

Now, how can you make sure of getting the full power out of every piston stroke?

Not by saying merely, "Give me a cheap oil." Your oil must have two characteristics. It must be of the highest quality—to resist the lightning friction of piston speed. It must be correct in body—to seal tight the tiny spaces between cylinder walls, piston rings, and pistons—thus preventing power wastes.

Then—and only then—do you get an engine alive with power.

Mobiloil gives you power as only this specialized LUBRICATING oil can. Made only from selected lubricating crudes by lubricating specialists. Mobiloil is not a gasoline by-product.

Mobiloil is approved by 182 automobile manufacturers. It is asked for by 4 out of every 5 motorists who buy their oil by name.

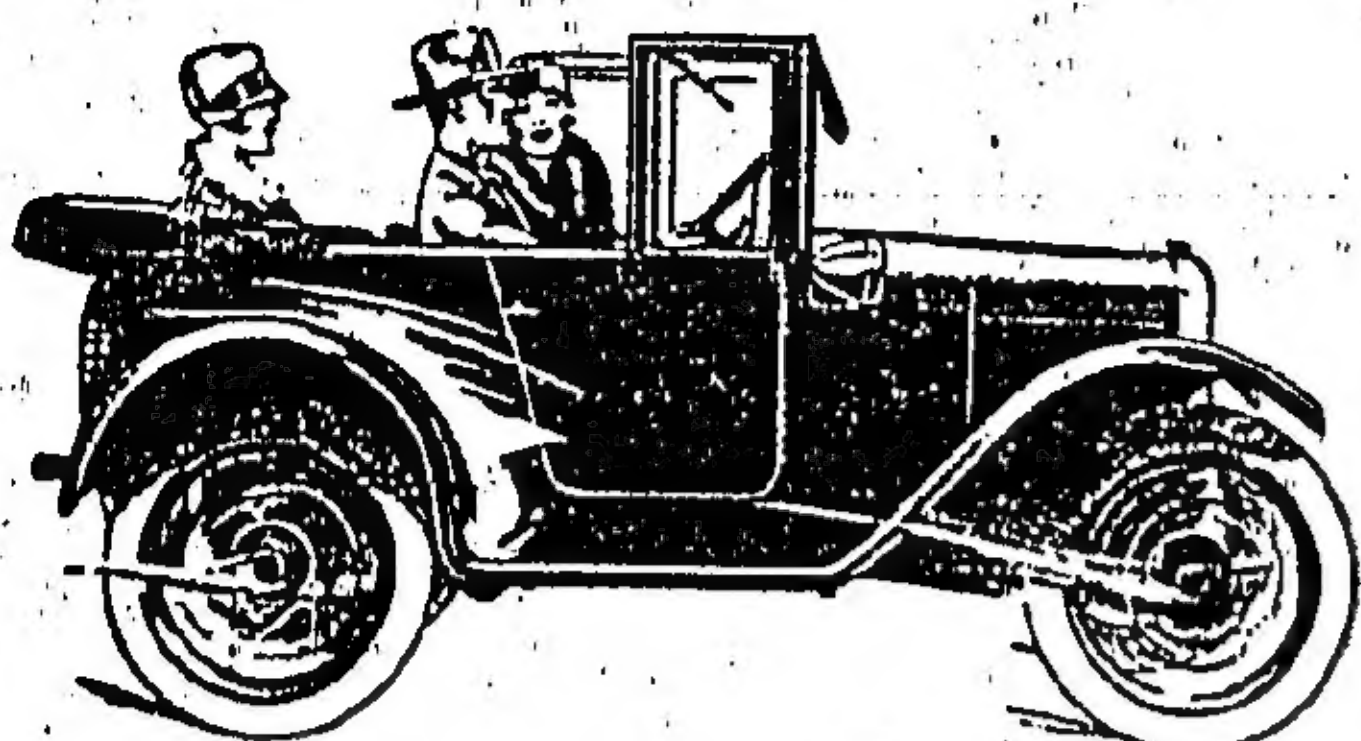


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Small Car in the World!



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Thousands of owners have travelled thousands of miles in their sturdy little Austins ----- and at a cost of a penny per mile!

In Hongkong, an Austin "Seven" can be operated for less than \$12.00 per month!

We shall be pleased to show you how easy it is for you to become another Austin enthusiast, on terms which can be arranged for your convenience.

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YOU CAR it is to your
advantage TO SEE US
FIRST.

MOTOR TOURING
EXTENDED.

A.A. Scheme.

London, Sept. 26.

It is the policy of the Automobile Association to inform itself at first-hand on all questions of motor touring abroad. Already, this year representatives of the A. A. have completed the inspection of over 30,000 miles of Continental routes.

Representatives of the Touring Department of the Automobile Association recently completed a special survey of motoring conditions in eighteen countries on the Continent of Europe. As a consequence arrangements are in progress that will secure special facilities for motorists wishing to travel extensively on the Continent. The A. A. inspection discloses not merely a steady improvement in the principal routes and as regards hotels, but also an encouraging desire by foreign nationals to receive British motorists with every show of hospitality.

Carrying the A. A. badge and flying the British flag, the Association's cars penetrated parts of Europe usually regarded as beyond the tourists' reach and found amenities for travel better than was anticipated and quite adequate to all but the most exacting needs. In Albania, for instance, considerable progress has been made with road construction. As an example of this the largest ferro-concrete bridge in the world was opened there recently and 500 more small bridges and culverts will be reconstructed during the next 12 months. The greater difficulty is that of hotels in the less-frequented districts, but the Association has acquired sufficient details to enable it to advise motorists what arrangements they should make.

The A. A. mission were received by Royalty and Presidents and conferred with Cabinet Ministers, Club officials, highway engineers and hotel associations. So excellent was the response that the A. A. has decided in the interests of international amity, to go forward with its plans for continental development. By means of the A. A. Customs pass-sheets motor cars can cross the frontiers without hindrance, while the international travelling pass removes the necessity of complying with national licensing and registration regulations.

LESS STEERING
EFFORT.

The "torque amplifier," a device recently completed by the Bethlehem Steel Company, uses engine power to reduce the effort of steering to a minimum.

THE WORLD AT THE WHEEL.

Rumours of New Models—Rear Light
Nuisance.

This is the season of manoeuvres on more than one field. I have just returned from a week at the Coventry and Birmingham "front" in the capacity of a war correspondent, snooping around for copy about the coming "push."

For this is just approaching the time when vital news should be available—in theory. Actually, however, it is a most peculiar period of the year in the Midlands—as far as motor manufacture is concerned.

Some few works are still all out fulfilling orders for 1927 cars. Some others are practically idle. The majority are in a state of bewilderment and confusion.

1928 models are "doing time" out on the roads, their harassed draughtsmen doing it in the office.

Rumours fill the air. The utmost secrecy shrouds every new model—except that it is allowed to run about the streets in undisguised form.

As a matter of fact, most concerns know quite well what their competitors are doing.

So long as managing directors was expansive over the eggs and bacon, and the youngsters must be sent to school, these things will leak out. The rising generation is far too keen to miss the sense of mystery and importance that comes of being "in the know."

If makers really do want to keep their plans secret, it might pay them to follow the methods of those highly developed war-time Departments for Propaganda in Enemy Countries.

One of the best devices was a kind of negative one—to allow false rumours to get about. What pains me in these Coventry stories is that so many of them are true.

One thing there is no disguising is that most of the more "popular" makers are going in for enormous extensions.

The Singer concern, for instance, recently bought from Daimlers the gigantic six-storey building—a landmark on the outskirts of Birmingham—where B. S. A. cars used to be made, and forging ahead with the task of fitting it out with all that is latest in machinery and organisation.

As to cars for 1928, there will be the customary annual crop of entirely new models, but probably not so large as last year.

It almost goes without saying that there will be several new light "alikes." Some 10 and 11 h.p. "fours" will go up a horse or two. And there will be some intriguing newcomers in the economy-cars class.

It is an open secret, for instance, that the Standard concern is staging a "come-back" into the 9-h.p. class with an entirely new design in which economy of running and maintenance has been closely studied; and it is sure to sell at a competitive figure.

"Mysterious Seven."

It will be remembered that their great little 9.5-h.p. of pre-war days played a leading part in establishing the British light car movement. There is little doubt that the new one will give as good an account of itself.

In the "seven" class, a little bird tell me Coventry has something up its sleeve that is intended to make Birmingham shake in its tracks, so to speak.

But it may be taken that most of the novelty at next Olympia will be in the realm of coachwork.

Better lines and more varied colours on coach-built saloons; more steel construction and wider adoption of cellulose finish are to be noted.

Some of the new fabric saloons are extremely interesting, alike in light weight, probable durability, attractive appearance, interior comfort and low price.

Then there is the "sunshine" saloon—i.e., with some form of movable roof. It is possible that this will be available on some of the very cheapest cars.

On the other hand, development of the touring car and its all-weather equipment is practically at a standstill. For the first time in history, I believe—at any rate, in the case of popular cars—there is one maker who is not cataloguing a touring body at all.

Rear Lights Settled.

It appears that the controversy on rear lights on cycles has at last been settled. On the ground that an oil lamp would be expensive and difficult to keep alight, push-cyclists are only to be asked to carry a red reflector.

This is one of the provisions of the Road Transport Lighting Bill, which is making good progress towards the Statute Book.

There is, however, a vast difference between reflectors. The "cheap kind" are practically useless. Scientifically designed patterns which will catch and reflect light at extremely wide angles are not costly.

Motorists—whose influence, by the way, it was that obtained the reflector concession for cyclists—will feel strongly that the reflectors ought to be of some officially approved pattern.

Meanwhile, the new Bill goes to say that solo motor-cyclists will have to carry a proper lamp.

This differentiation is likely to cause a great rear light which will stand up to the arduous conditions of motor-cycling is obviously more expensive than the paraffin affair of the pushbike, and more difficult to keep alight unless electric current is available, which is not often the case.

But what motor-cyclists will object to most is the principle of the thing.

The whole object of the rear light is to indicate one's presence to overtaking vehicles. The pushbike is one of slowest machines on the road, and the most frequently overtaken; the motor-cycle one of the fastest and rarely overtaken.

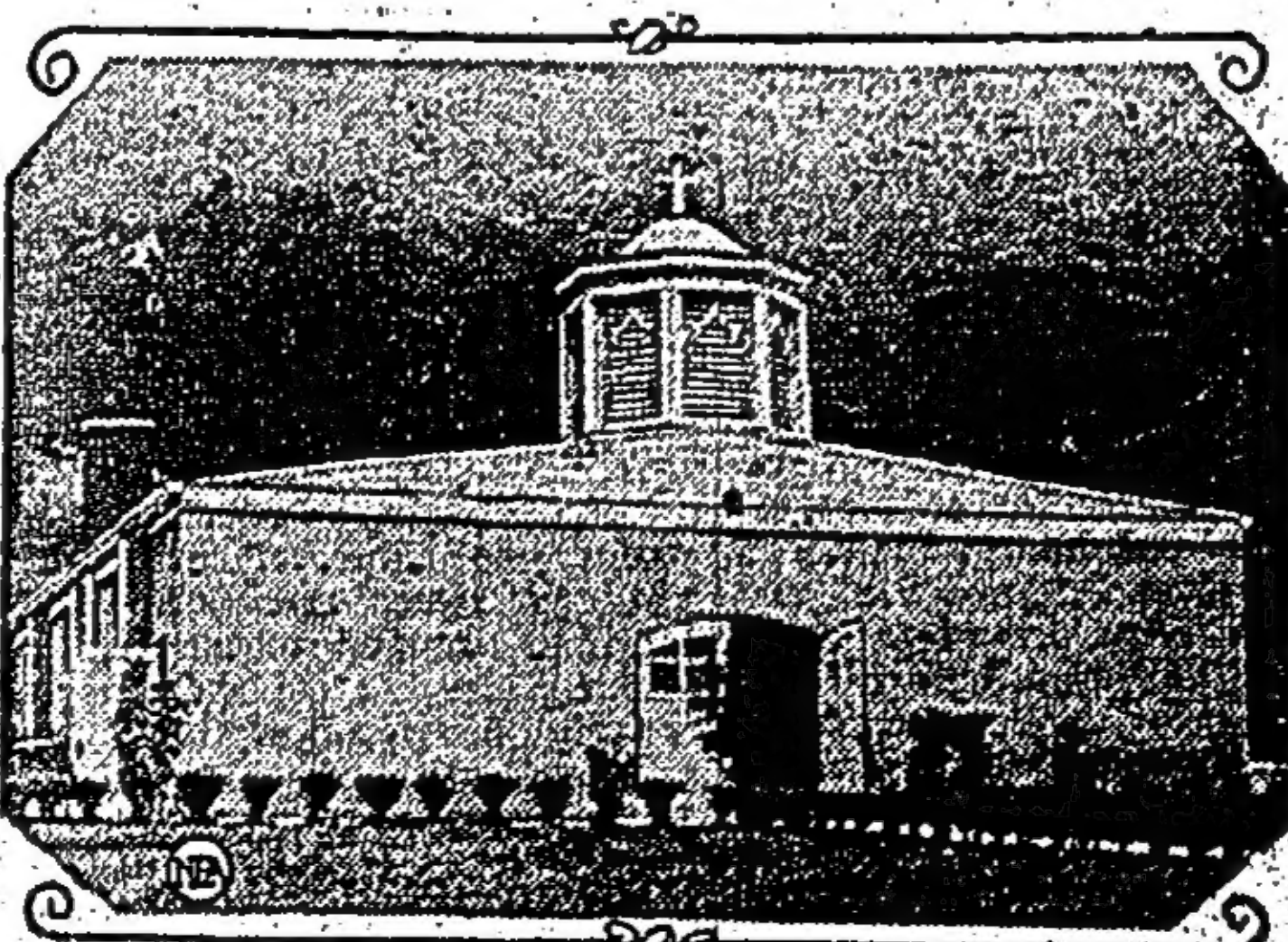
As there is not even the excuse that the rear number-plate has to be illuminated, what object can there be in extending this vexatious regulation?

Obstruction in Scotland.

The R.A.C. issues a warning to motorists who may be touring in Scotland not to allow their cars to stand in front of shops, hotels, restaurants, offices, etc., unattended.

Under the Burgh Police (Scotland) Act, vehicles are only allowed to stand in a street for a period sufficient to load or unload goods or take up or set down passengers, and the Scottish police have been active in certain towns in prosecuting for obstruction owners of cars who have contravened this law.—Ex.

COMBINED CHURCH AND GARAGE.



The Rev. William P. O'Connor has established what is believed to be the first automobile shrine in the world. And while the cars find refuge in their own temple the drivers may be won over to attending the little parochial church nearby instead of speeding along the highways on Sunday.

Not here
or there
or today
but
everywhere
and always
Socony
gasoline
gives the
best
results



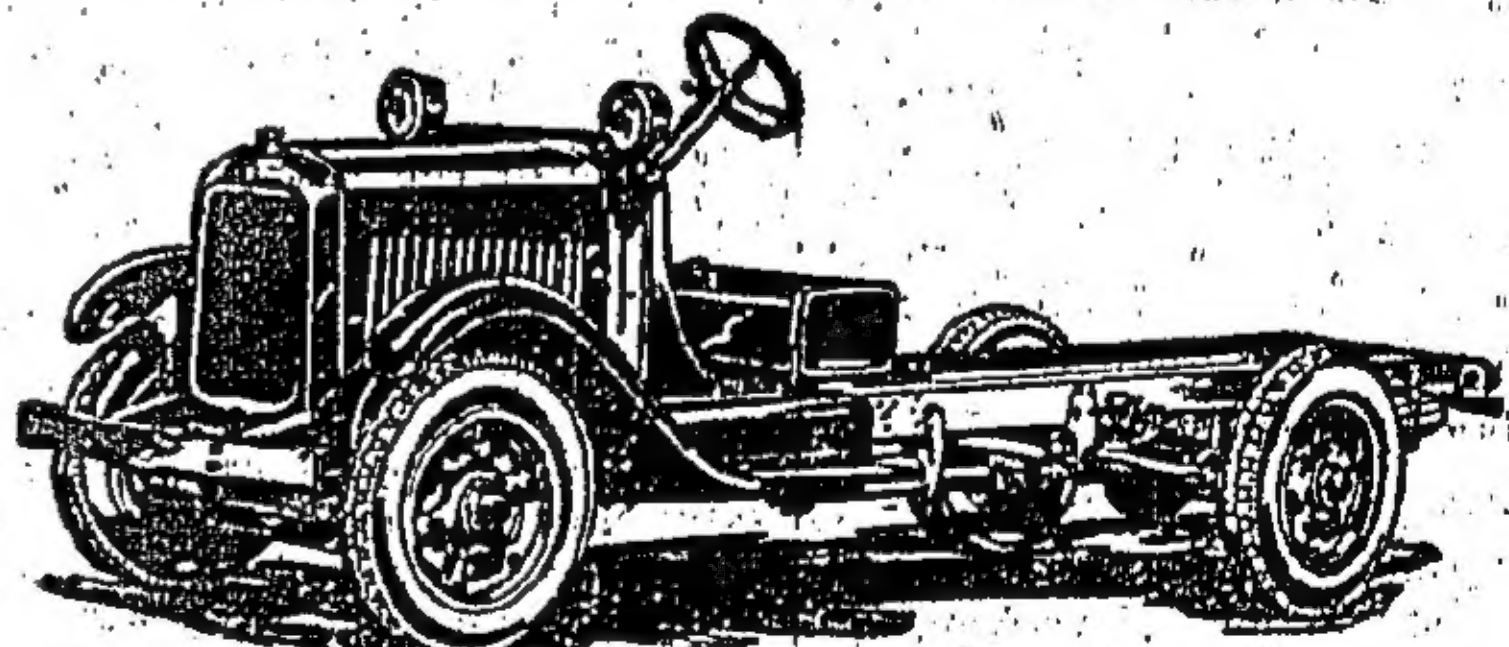
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(POWERED WITH BUICK 6-CYLINDER ENGINES).



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types.

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase G.\$1,445

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,370

150-inch wheelbase 2,450

162-inch wheelbase 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,470

150-inch wheelbase 2,550

162-inch wheelbase 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

83 WONG NEI CHUNG ROAD, HAPPY VALLEY.

Enduring—Long life has always been an outstanding characteristic of the Packard car. It is a natural result of engineering supremacy, precise manufacturing methods, and careful selection of materials. It is a quality which owners often mention as the strongest reason for their choice.

The increased demand throughout the

world for Packard cars is coming largely from those discerning buyers who know that it is more profitable to buy a quality car and keep it several years than to purchase a cheaper car requiring frequent replacement.

Packard beauty of design is fundamental and has made radical changes unnecessary.

ONLY PACKARD CAN BUILD A PACKARD.

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MAIL BOX FOR MOTORISTS.

Houston, Tex., has installed a novel mail box for motorists. Erected facing the street, these mail boxes make it easy for the motorist to drive up and deposit his letter without getting out of the car.

1928 CYCLES HAVE ARRIVED!

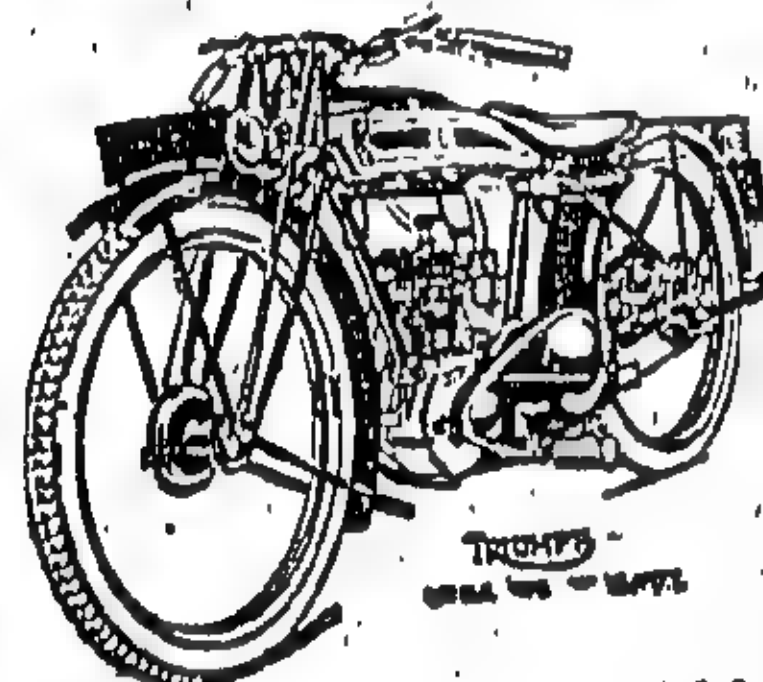
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Model 4	£36.10.0.
Model 5	39. 0.0.
Model 9	45. 0.0.

A.J.S.

Model H1	£116.10.0.
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Model H5	61.10.0.
Model H6	66. 0.0.
Model H8	73. 0.0.

TRIUMPH



N. De Luxe	60.0.0.
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INDIAN



Indian Prince	G. \$245
Indian Scout	300
Indian Chief	380
Indian Big Chief	390

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Douglas EW.	\$59.0.0.
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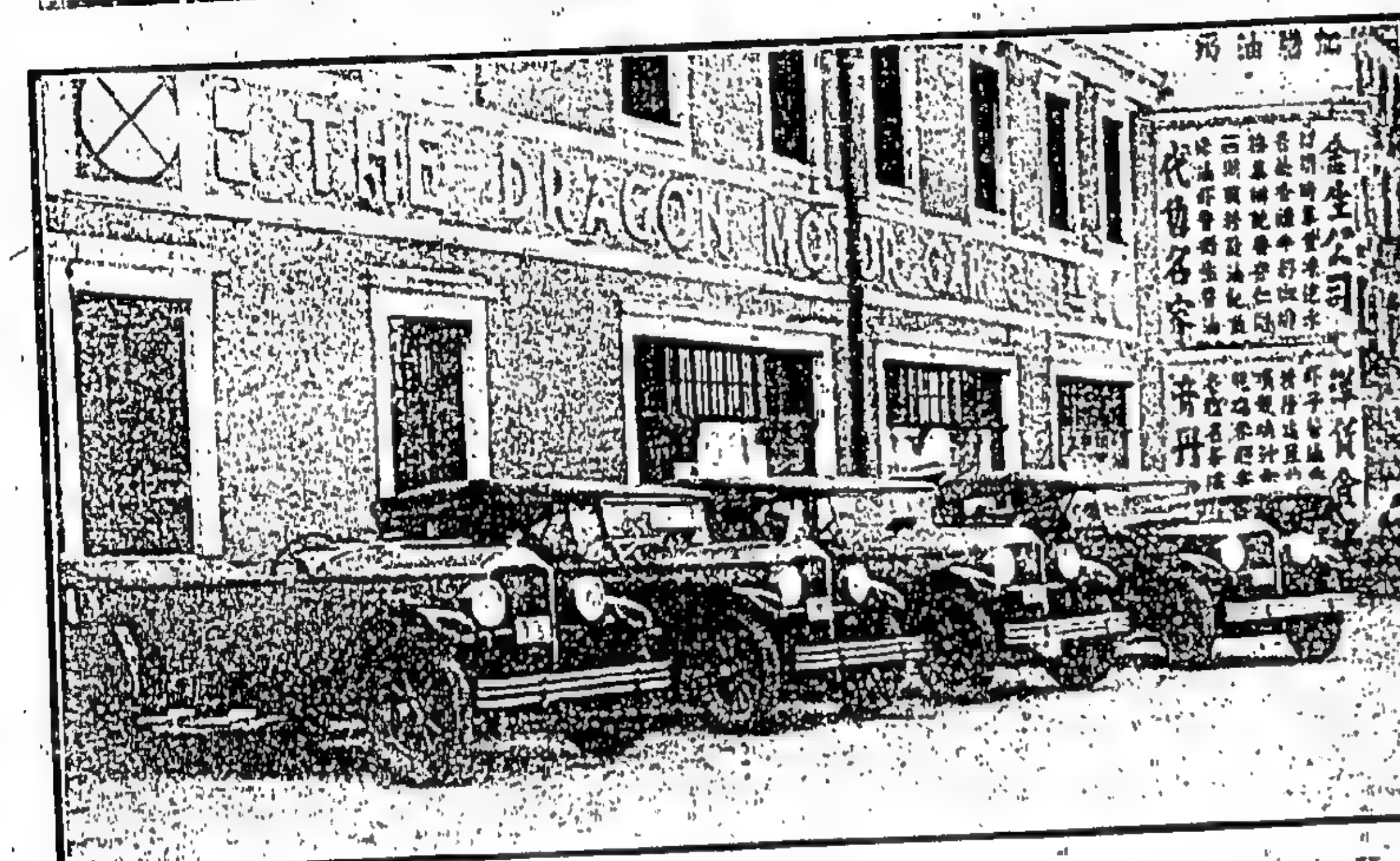
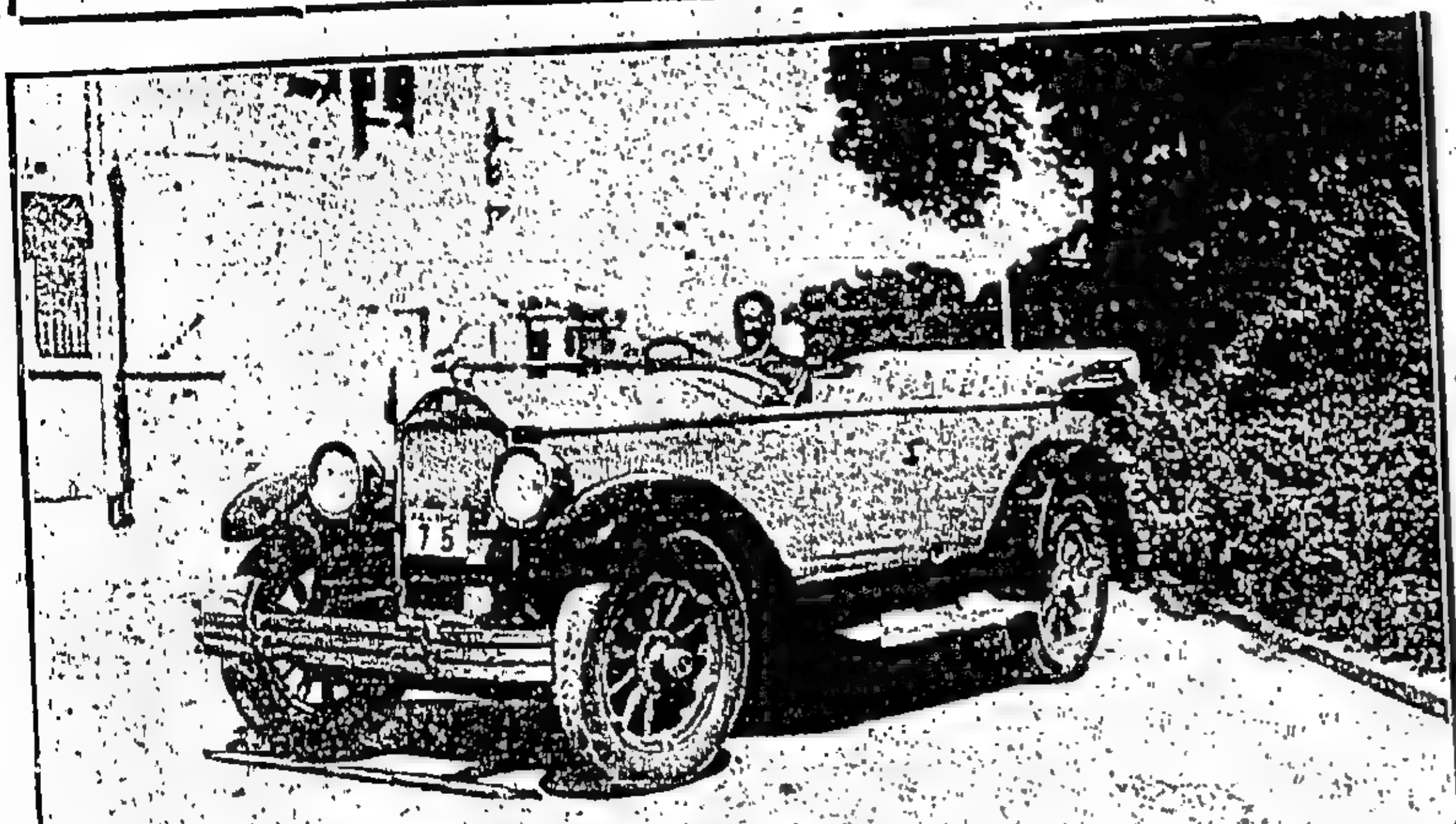
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THE NEW BUICKS NOW SHOWING IN HONGKONG.



Some of the 1928 Buicks seen last week at the Dragon Company's premises at Happy Valley. Many improvements are incorporated in the new models, and brisk business has been done locally since the first few shipments arrived. (Photo: Mee Cheung).

SECOND-HAND CAR.

How to Make the Most of a Bargain.

HINTS ON PAINTING.

(By Major F. A. C. Forbes-Leith, F.R.G.S.)

It must be over two years since I wrote an article on the dangers that the inexperienced motorist incurred in venturing into the second-hand market without technical advice. In that short time, conditions have altered considerably. The rapid growth of the easy payment system has brought about an entire change in what the motorist considers the first driving life of a car.

In the old days, when cars were expensive, they were built for a long life and we were obliged to pay cash for them. These conditions, naturally, resulted in the motorist using his car for a considerable number of years, until, in fact, it nearly fell to pieces.

We have an entirely different state of affairs to-day. In the first place, we have good cars at a reasonable price, and secondly, the great prejudice that exists in Britain against the easy payment system has been overcome. Now, a man can buy a car out of income, use it for a couple of years, come, use it for a couple of years, and when he offers it in part payment for a new one, he can probably get a big enough cash price to cover the deposit on a new car.

A Clean Undercarriage.

It is possible, now, to pick and choose many really good cars from the second-hand dealer. Many of these are in such condition, both mechanically and in appearance, that they may be driven right away from the place of purchase, and need no extraordinary attention.

It is also possible, with little money, to find a car in good mechanical condition which requires a little renovating, and I am going to suggest the best methods by which the handy man may put his purchase into trim shape without a deal of trouble and expense.

In the first place, a car that has been lying for some time in a garage requires very, very careful cleaning. Scrape every little bit of superfluous grit and dirt from every metal part and pay particular attention to joints. Go over it again with a brush containing a mixture of lubricating oil and paraffin, in equal parts. Then get a good supply of hot washing soda solution, and with some strong soap and a brush, scrub every part thoroughly and dry it well.

This will leave you with a clean undercarriage and will enable you to go over every bolt and nut with a spanner, for the purpose of correcting any looseness there may be.

Amateur Painting.

We will assume that there are very few mechanical defects to be attended to and that appearance is the principal consideration. No body can enjoy driving a car with bad paintwork, but, on the other hand, to have a car painted in a carriage shop is a somewhat expensive process.

There are several methods of painting that can be employed by the amateur. You can use several coats of enamel, followed by a coat of varnish, but very few motorists of modest means have the facilities for putting the car in a dust proof room whilst they are carrying out the long and tedious process of painting. In addition to this drawback, few amateurs can get good results by the use of enamel and varnish. There is another form of paint, namely, cellulose paint. This should be sprayed on to get the best results, and the amateur will find it very difficult to get a smooth result with a brush.

Advantages of Lacquer.

I have made several experiments lately, and have come to the conclusion that lacquer is the most satisfactory form of paint to use in such a case. In the first place, it is impervious to weather conditions, and secondly, lacquer, but one coat; thirdly, lacquer (which must be put on liberally) finds its own smooth surface immediately it is applied with a brush; further, lacquer does not readily scratch.

It is not necessary to strip the whole of the body work of paint in order to get a good result. Scrape off any blisters with a sharp tool and then go over the whole of the surface with a medium grade of glass paper, until you have a fair degree of smoothness all over. Although this lacquer paint is more expensive than enamel, it is very economical in the long run, so do not be alarmed if you find that, by volume, it costs double as much as ordinary material.

There is another great advantage to this method; that is, that it must be put on quickly and dries immediately, and there is no reason why you should not drive your car within a couple of hours of the time you have finished the painting job.

It is quite possible that the nickel work on such a vehicle as we are discussing may be somewhat worn. Nothing is more disagreeable to my own senses than worn nickel plate, and you will find that you will get quite an artistic result by covering up the nickel work on the body with a lacquer paint of a slightly different shade.

During the last week, I have been supervising the work of a friend of mine who has carried out these instructions, and I can assure you that the result has been most gratifying.—Singapore Free Press.



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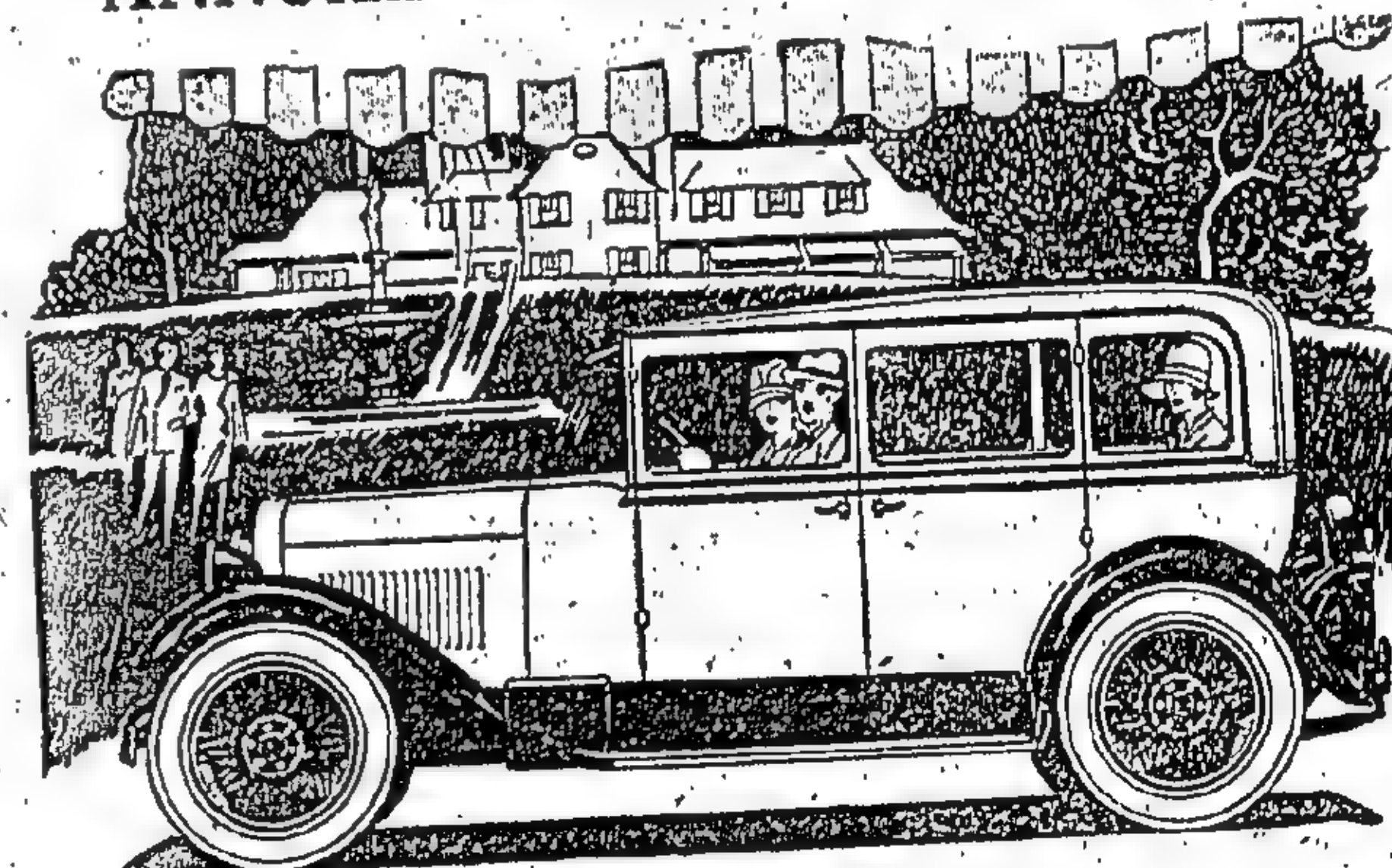
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ANNUAL MOTOR CAR DRAW



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The Little Aristocrat of Motordom
A DE LUXE SEDAN

FOUR SEATER SEDAN DE LUXE WITH ALL LATEST EQUIPMENT.
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STUDEBAKER'S
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B.S.A. Motor Cycles

Won a Team Prize Again

IN

THE INTERNATIONAL 6 DAYS' TRIAL

Aug. 15 to 20, 1927.—Lake District, England

Gold Medals

Awarded to the team of three riders using B.S.A. 493 h.p. O.H.V. models, all having completed the course without losing a single mark. Another B.S.A. rider of the Dutch team, mounted on a 493 h.p. Sporting side valve machine was also awarded a Gold Medal.

Gold Medals

Also awarded to a rider of B.S.A. 349 h.p. O.H.V. motor cycle combination—the smallest powered ediscar to win a premier award—as well as to a rider of 985 motor cycle combination.

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MAINTAINING THE BEST POWER.**The Importance of Ignition and Carburetion.**

[By Israel Klein.]

While proper valve action and full compression are essential to the production of full power in an engine, as pointed out last week, their good can almost be nullified by a faulty ignition system or improper carburetion.

These are the other two essentials to maintaining the best of power. Compression may be perfect and valve action just right, but if the spark doesn't occur at the proper time power is lost. The spark must ignite the mixture at the peak of compression, when the piston has reached the top of its compression stroke and poses for the fraction of a moment before its downward sweep.

If the spark occurs before or after the piston reaches this point, there is loss of compression and of power. Therefore the spark must be perfectly timed to occur at just the right moment in each cylinder.

The breaker points of the timer must hit accurately and the spark gap must be the width of the thickness of a thin dime.

In the case of pre-ignition, the gas ignites and explodes before the piston has reached the top of its stroke, thus forcing the piston against its natural movement and causing a metallic knock in the engine.

In the case of a retarded spark, the mixture has been allowed to expand by the receding piston before explosion. It is possible then for the mixture still to be burning when the exhaust valve opens. The result is an overheated engine.

Overheating of the engine in this way may break down the film of oil on the cylinder walls. Thus not only is power wasted, but the efficiency of the engine is impaired.

Proper carburetion for highest power means feeding of the proper proportion of fuel and air into the engine. When the mixture is too lean—that is, when there is not enough fuel in proportion to air—the engine will misfire at high speeds and at low idling speed.

If the mixture is too rich, on the other hand, the engine will choke up on low speeds, and at regular runs will overheat, will collect carbon and will in the end lose a great deal of power.

A rich mixture burns slowly, and therefore leaves carbon behind in the cylinders. An accumulation of carbon there reduces the volume in the combustion chamber, causes overheating of the engine and produces a knock especially on a hard pull.

Besides these hindrances to full power there may be a muffler clogged with soot and oil to prevent free exhaust and create a back pressure on the pistons.

Then there is inferior lubrication, or neglect of lubrication, in movable parts away from the engine that create a hard pull and use up more power than they should. The brakes may drag, the clutch may slip, or the tyres may be underinflated.

All these, or any one, may be enough of a drag on the engine to keep it from giving its best. Usually two or more of these causes are at fault.

PUNCTURES EXPLAINED.

The reason rear tyres puncture more than the front tyres is because the front tyres, in running over nails, glass, etc., place these articles in exactly the right angle to puncture the rear tyres.

MOST ARE AMERICAN.

Of the 24,589,249 automobiles registered in the world census of autos taken by the Department of Commerce, 35 per cent of them were American made or constructed in foreign branches of American concerns.

MOTOR CYCLE THRILLS.**Rider's 20-foot Fall.****EDINBURGH CLUB TRIAL.**

Numerous thrills, and a few spills, were experienced by motor cyclists who took part in the two-day autumn motor cycle trials, organised by the Edinburgh and District Motor Club, which was held last month. The most spectacular spill, which probably provided the greatest thrill, occurred when A. Hannan, on an Ariel, fell a distance of about twenty feet down a bank. He was uninjured, and continued the run, his mount escaping serious damage. The accident occurred when Hannan was making the descent from Bodesbeck, and was due to his machine slipping on—or rather off—the greasy track.

The trial commenced when 29 competitors—two of them riding sidecar machines—set out from Corstorphine for Ayr. The route was by way of Stirling, up Menstrae Hill, thence along the main road to Darvel, and on by Prestwick to Ayr. The roads were bad and the hills caused much trouble, that at Darvel being responsible for the loss of many marks. Over Sunday the machines were locked up, and the return journey commenced yesterday. From Ayr the route was by way of New Cumnock, Moffat, Bodesbeck, Selkirk, Caddonfoot, and along the main road to Edinburgh. The Timber Hill was one of the worst that had to be climbed. Owing to the recent storms, Caddon Lee Hill had to be cut out of the route, the surface of the road having been completely washed away in parts. During the forenoon run yesterday A. Pattison (Ariel) and J. C. Spiers (Enfield) came to grief. Pattison's machine skidded at speed on a greasy stretch of road, and Spiers, hard behind, ran over his machine. Neither was hurt, and Pattison was able to continue, but Spiers' machine was so badly damaged that he had to retire. The two combination competitors, J. B. Ireland (B.S.A.) and R. A. Fairley (Rudge) handled their machines over the roughest sections of the road in a commendable manner. The weather was very unsettled, much rain falling along the route yesterday.

Following are the awards:—
First Class—R. MacGregor, Raleigh; W. T. Tiffin, Velocette; J. M. Baxter, Dunlop; J. C. Edwards, Douglas; and P. W. R. de la Haye, B.S.A.

Second Class—A. MacColl, Norton; J. M. N. Leslie, G.P.; J. B. Ireland, B.S.A.

Third Class—R. W. Sinclair, B.S.A.; R. MacGregor, Raleigh; A. Moir, Ariel; A. Pattison, Ariel; A. Hannan, Ariel; M. C. Huie, P. & M. W. L. Jackson, Triumph; A. J. Deas, Ariel; R. A. Fairley, Rudge; and Hamilton, Rudge.

Special Awards—Best solo performance—R. MacGregor and W. T. Tiffin (equal).—Best Sidecar—J. B. Ireland. Club Team—Glasgow Western. Meritorious—A. Pattison.

HOME MOTOR NOTES.**Cars for 1928.****NEW MODELS AND NEW PRICES.**

That cars on the lower-price level are to be cheaper still in the coming motoring year is evident from the makers' programmes, which are being announced almost daily. At last year's Motor Show finally seemed to have been reached in the matter of the prices of the cheaper cars, but the indications now are that this year they are to cost less than ever, while their appearance and performance are to be still further enhanced. In this respect the new Morris programme is of considerable interest, not only as an indication of the general trend of prices, but of the tendency to give better value for the money. The Morris-Cowley two-seater, the cheapest car of the Morris range, which formerly was listed at £148, 10s., now costs only £142, 10s., while the Morris-Cowley two-door saloon, which earned the distinction last year of being the lowest priced closed car on the market, is now priced at £177, 10s., instead of £195, 10s. This forms a substantial reduction in the case of a model that already represented a high level of efficiency at the price. In respect of the cheap saloon, the makers have gone even further than mere reduction of price, for they have produced an entirely new Cowley saloon with a four-door body which combines roominess with graceful design, gives much better vision, and equipment which is exceptionally complete at a price of £185, or £10 less than last year's two-door model.

New Models.

Two other new models are included in the Morris programme—namely, an 11.9 h.p. saloon and a tourer. They have been introduced with a view to giving the greater comfort of the Morris-Oxford to purchasers who do not wish their running costs to exceed that of the Cowley models. Both the tourer and the saloon have attractive lines, with roomy steel coachwork finished in cellulose in blue or maroon colour schemes, with upholstery to match. The saloon has a single-pane screen, winding windows, and complete interior fittings. The front seats are adjustable on both models. The 1928 Morris models show material improvements over their predecessors. Except on the cheapest two-seater Cowley, automatic windscreen wipers are fitted to all cars, and adjustable seats are provided on all four-seater models. In some cases these seats are so arranged that they can be adjusted not only closer to but further from the controls. They can also be varied for tilt to suit drivers of differing stature. The Morris-Cowley four-seater, which now costs £170, is greatly improved both as regards appearance and comfort. Important reductions of price have also been made in the case of the 14-28 h.p. Morris-Oxford class, the four-seater of which now costs £225, as compared with £240 last year. A choice of blue, maroon, brown, or beige finish is given except in the case of the saloon landaulet, which can only be had in brown. The tourer and four-door saloon are finished in cellulose, and in the case of the latter model the corners of the windows are now rounded off, while a single-pane screen is used and a newtype adjustable front seat fitted. Improvements have also been made in the 16.9 h.p. models. Chassis modifications in the case of all Morris models have been of a minor nature. Brake drums have been stiffened to secure greater silence of operation, a new design of exhaust manifold giving an earlier flow for the gases is now being fitted, and alterations have been made in the steel dash assembly to prevent drumming.

An Austin Sixteen.

General price reductions for existing models and the introduction of an entirely new light six-cylinder car to be rated at 16 h.p. form the policy of the Austin Motor Co. for 1928. Both the "Seven" and "Twelve" are now available with a fabric saloon body, and at their new prices of £135 and £255 (with screen) they should make an ever-greater appeal. The great reduction in the Austin range is in respect of the 20 h.p. six-cylinder limousine or landaulet, the new price of which is £375, representing a cut of £100. Full chassis details of the new light "Sixteen" are not yet available, but it is to follow the lines of the 20 h.p. six-cylinder car which made its appearance for the first time at Olympia last year. The aim of the makers is to provide a car of medium power capable of refined performance at a popular price, which has been fixed at £355 for the open five-seater and £395 for the saloon model. The Austin Co. (Ltd.) hope to be able to begin delivery of the new model by March next. Reference has been already made in the column to the new Standard light car to be introduced at Olympia, and it is now

AFRICAN HILL CLIMB.**Chrysler's Victory.****SCORE FIVE FIRSTS.**

What Chrysler officials regard as being in many respects the most signal triumph of the many trials cars have won in foreign lands was scored in the 1927 Mulder's Drift hill climb of the Transvaal Automobile Club, according to detailed advice just received at the Detroit offices of the Chrysler Corporation.

This hill climb ranks as the outstanding event among all South African automobile sporting fixtures, and the reports show that Chrysler cars fairly swept the board, landing five first places, three seconds, two thirds, two fourths, one fifth and one sixth. Chrysler won every event in which they could enter.

Four of the five first prizes went to George Harper, whose victories in last year's hill climb had already brought him so close to permanent possession of the handsome trophies offered in these annual trials that this year he was able to clinch his title to two of them. He now holds as his own the magnificent Saker-Rose Bowl, offered for hill climbing competition among both professionals and amateurs, as well as the Chrysler cup, donated for trials in which only amateurs were eligible. Conditions required that these trophies must be won by the same driver two years in succession to entitle him to claim them.

Harper's car this year was a Chrysler "70" which had nearly 20,000 miles on its speedometer, and the reports from South Africa add the interesting information that apart from carbon removal it has never needed mechanical attention of any kind.

In addition to winning the Saker-Rose Bowl and the Chrysler Cup, Harper and his "70" this year took first place in the Concock Cup event, open to amateurs only. The same "70" was driven by Miss N. Cowie to first place in the Crossley

Cup event, open to lady drivers only. Miss Cowie, in another "70" finished second to Harper in the Chrysler Cup contest.

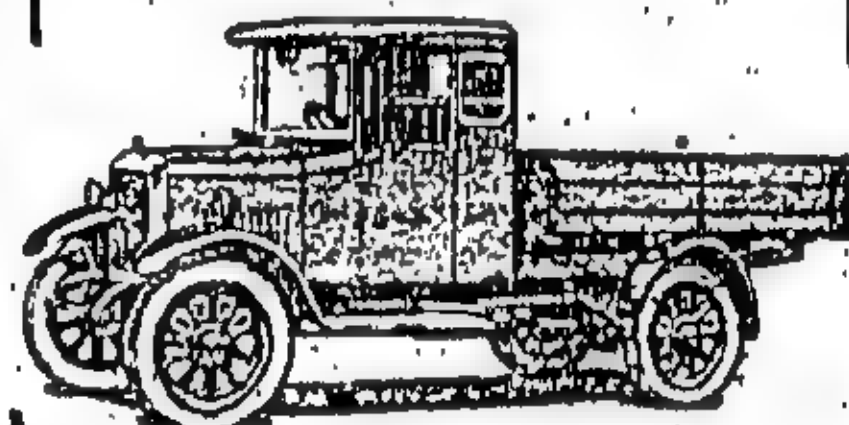
Still another Chrysler "70" figures prominently in the hill climb, the reports indicate. This was the first Chrysler "70" landed in the Transvaal, and like Mr. Harper's car throughout its entire history it has never had anything done to its machinery except to have carbon removed. Driven by E. J. George, this car took third place in the Saker-Rose Bowl and the Chrysler Cup events. Mrs. I. Millin, another Chrysler entrant, captured the remaining place in the Chrysler galaxy of honours by finishing second to Miss Cowie in the Crossley Cup race and coming in fifth in the Chrysler Cup trials.

To cap this long array of Chrysler victories, Mr. Harper, Miss Cowie, Mr. George and Mrs. Millin ran away with the honors in the Class B trials for cars above 3,000 cubic centimeters, the classification in which the Chrysler were assigned under the rules of the competition. Here they added to the Chrysler string for the day first, second, third and sixth places.

The official score sheets record the entry of a large number of cars of both American and European make in the contests. While Chrysler stands out as the leading name among the winners it is noticeable that in not a single event of the day was anything but an American car recorded in the first three places, and only one European entry was able to finish as far up as fourth.

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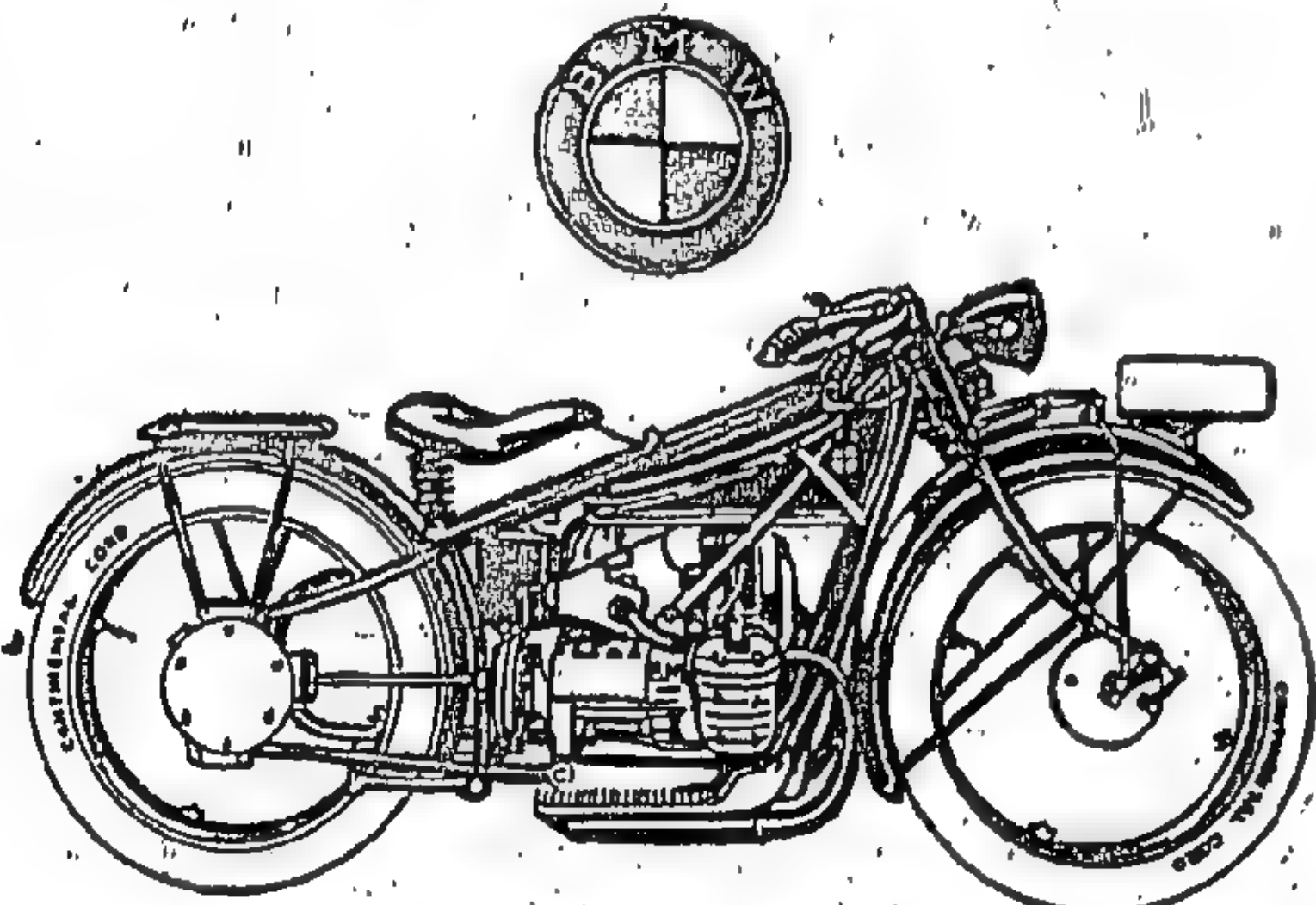
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The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

Engine entirely water and dust proof.
Double Frame throughout.
Increase of engine power to 12 brake horse power.
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The universally recognised advantages of shaft-drive.
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May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

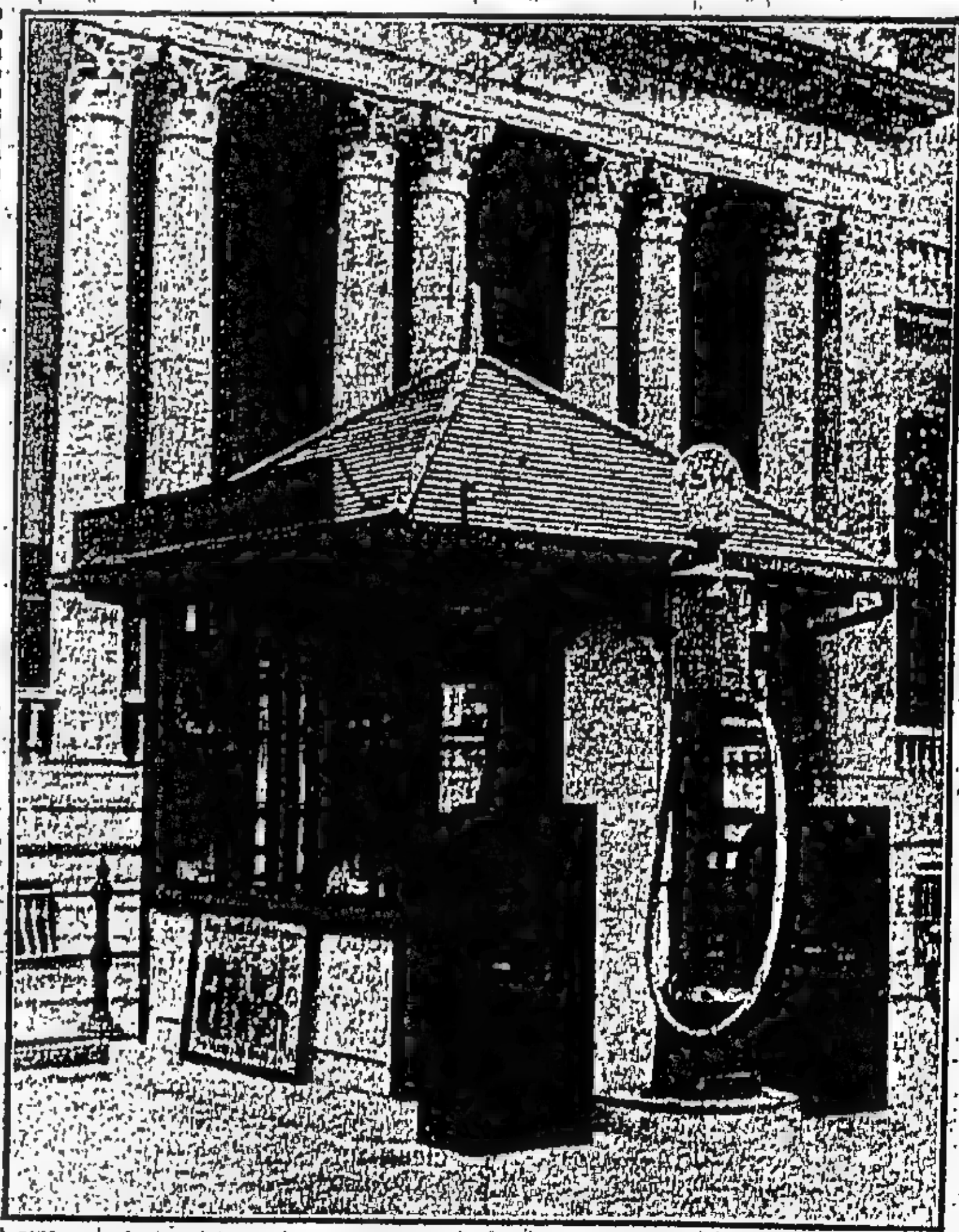
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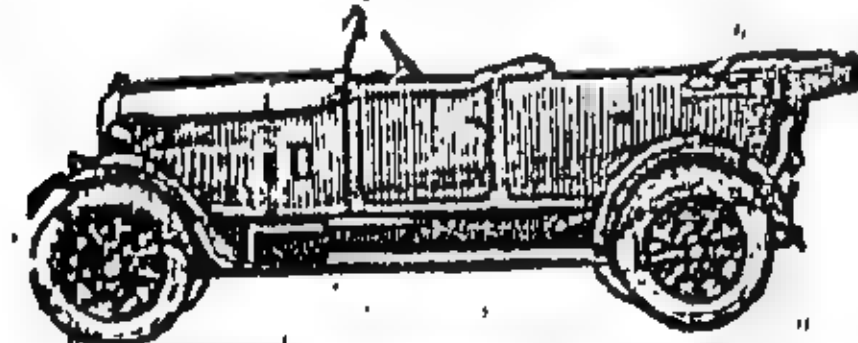
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ADVANTAGES OF STEEL CONSTRUCTION.

Additional Strength and Safety.
(By Israel Klein.)

Five years ago, the all-steel body was such a novelty that only one car in every twelve on the roads was equipped with it.

By the end of this year, we are promised, every other automobile will have discarded wood in body construction, except as floor boards and seat frames.

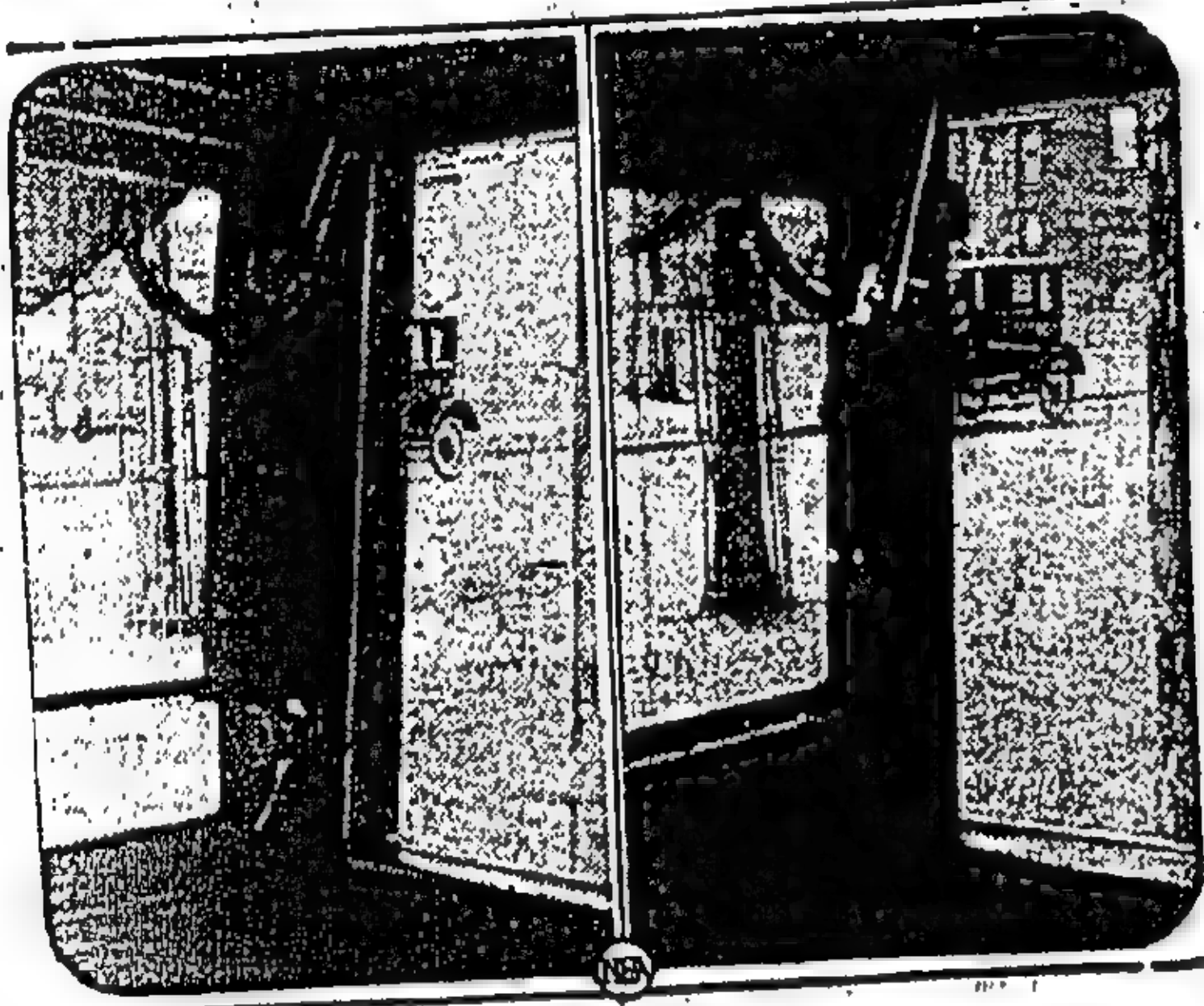
Thus the steel body is brought before us in the automotive field, just as steel has won its place in railroad car and in other fields of construction. That it has reached this height by sheer superiority over wood from all angles, is the contention of L. E. Ruehlmann, engineer of the Edward G. Budd Manufacturing Company, which started the practice of steel body building back in 1914.

More important is the additional area of vision the narrow corner posts afford. That they are so narrow, despite their job of holding up the front doors and the roof, is all the more remarkable.

The all-wood body today, of course, is an antique except in the case of the flexible fabric body that is being tried out on many cars in Europe and on one or two in this country. Most bodies are either all steel or consist of wood frame construction with a layer of sheet steel or aluminum.

Steel Used for Finish.

The strength of the composite body of panel steel and wood frame, however, still lies in the wood, the steel covering offering



These photographs, taken from exactly the same point, compare the safety factor of the steel and wood bodies. Notice the wider range of vision from the steel interior at right, due to the narrower corner post.

Members of the Society of Automotive Engineers heard Ruehlmann declare that the steel body is stronger, lighter, quieter and safer than that built around a wooden frame, and they watched him prove the difference by hanging equal weights from a block of wood and from a strip of steel to show how much more the wood sagged under the same strain.

Thinner Posts Possible.

Today, in place of the broad wooden posts at windshield and doors, there are thin, hollow steel frame members that are just as sturdy, if not more so, than the wood and that afford a neater and more snappy appearance.

The all-steel body has the same appearance as the composite body and yet offers additional strength and safety. In fact, the thinner posts enable the body builder to design a car that looks sleeker and lower than the cars of steel and wood construction.

In addition to this there is the advantage of greater roominess in an all-steel body. Ruehlmann points out. The smaller sectional area of the steel body leaves that much room for the occupants.

MOTORING IN FRANCE.

Some Practical Advice.

"If you think of taking your motor to France, don't! In trouble and expense it will cost you more than if you were to buy one second-hand in France, and sell it again before coming home." Such was the verdict pronounced to me and others with emphasis and apparently with authority says a correspondent in *The Scotsman*.

My experience after a fortnight's motoring in France proves, I think, that such an opinion is entirely mistaken. Nobody can tell, of course, what may happen in motoring, for the motorist may be the victim of the mistakes of others as well as his own. "Always drive," Lord Kingsburgh used to say, "as if there were a fool round the corner;" but for the competent, careful motorist, nothing is simpler or easier than the taking of his car across the English Channel. For inexperience like mine there were, of course, difficulties. For the surmounting of these difficulties I am absolutely and gratefully indebted to the Automobile Association. The clarity, punctuality, and completeness of their arrangements could not be surpassed. For these arrangements, however—the obtaining of the necessary papers, passport, carnet, membership of the French Touring Club, driving test, &c.—a fortnight's notice at least is essential.

The total expense, moreover, of return tickets for self and motor, carnet &c., is only about £15. A deposit of £50 must be made with the A. A. against the Customs of France; a sum that would be forfeited if the car were disposed of in France, but is returned with the car.

Transporting the Car.

With these hurdles surmounted, the path is simplicity itself. You run your car to Dover or Newhaven or Southampton to the office of the A. A., and there you are finished with it and free from all respon-

sibility till you find your hand on the steering wheel and your foot on the self-starter for your tour in France. One shipping regulation is that no car shall contain petrol. Your remaining petrol is drawn off by the agent of the A. A., the car is shovelled by strong arms on to an iron bed or platform; it is roped firmly to it, lifted by a powerful crane, and all, swung on to the boat, swung off on the other side, supplied with petrol, and the car, now an automobile, is ready for the tour.

Right hand driving of course! For the first ten or twenty miles you move very cautiously, obsessed with anxiety lest you may by force of habit or forgetfulness, slip to the wrong side of the road. "Keep to the right!" rings like a warning bell in your car. You soon find, however, that your anxiety is superfluous, whether it be that driving on the right side is more natural than on the left, I cannot say, but the experience of most motorists who go to France is that the change is surprisingly easy and effortless, less difficult, indeed, than returning to left hand driving at home. Of my present tour in France—only half finished—starting from Caen, passing through Deauville, Trouville, Lisieux, Evreux, Dreux, on to the precincts of Paris and through its lovely suburbs, of my visit to Barbizon, and the little hotel in which R. L. S. wrote his *Forest Notes*, and met his future wife for the first time, of the old gardener Jules Filliou, now 87, and what he had to say of his two great masters Rousseau and Millet, of the delightful run south by Sens, Chalon-sur-Loire, Lyon, on to Aix-les-Bains—that I must keep for another day.

French Roads.

Knowing, however, as I do, that many motorists who know their island home perfectly and look for new realms to conquer hesitate to cross the Channel because of adverse opinion, I feel sure that some notes of present conditions will be useful. Roads in France vary remarkably, almost incredibly, in quality—from the very best—as good as anything found in Middlemarch—to the very worst. The remarkable thing is that best and worst may be found on the same glass of road.

MORE VICTIMS THAN THE WAR.

Toll of the Car in the
United States.

137,000 DEATHS IN EIGHT YEARS.

Enough men, women, and children to populate a city the size of Nashville, Tennessee, have been killed by automobiles in the United States during the last eight years (states the *New York Literary Digest*), or, as the National Automobile Chamber of Commerce puts it, more than the total death lists in the American forces during the world war.

Specifically, 137,017 persons were killed in the United States by automobiles between January 1, 1919, and January 1, 1927, while the total deaths in the American armed forces amounted to 120,060. In those eight years some 3,600,000 persons have been injured in automobile accidents, and 26 per cent. of the killed and injured were children under the age of 16 years. Last year it was estimated that 23,000 persons were killed by automobiles, an increase of a thousand over the previous year. Fatal accidents in 77 of the largest cities during the four weeks ending

July 18, according to Department of Commerce figures, show a 7 per cent. increase over last year.

"The trouble," explains the *Columbus Dispatch*, "is that as these fatalities have increased we have unconsciously allowed ourselves to become calloused to them. When any considerable proportion of the people become startled by these figures, a decided improvement will at once set in." In New York City, for example, automobiles killed 514 persons in the first months of this year.

The *New York Evening World*, in fact, is convinced that "killing by automobiles has come to be privileged." Accordingly to this paper—

"If in the last six months 514 people had been murdered in this city, it would be conceded that society was in a state of collapse. If 514 people had been killed by falling brick or timber where construction is in progress, special legislation would be passed at once to meet the grave peril. But since the 514 people killed in New York City during the last six months were killed by automobiles, we take it lightly as something to be expected."

The whole world was aroused over our participation in the war and our losses from accidents, battle, and disease, remarks the *Pittsburgh Post*, yet little attention

CONCRETE ROADS.

Reduce Petrol Bill.

One year of highway paving in North Carolina, over 1922-1923, reduced the average gasoline consumption of automobiles on the paved roads from 52.1 to 46.4 gallons per car per year.

This is reported by B. C. Frost, state highway engineer.

A. J. Eddy, another engineer of Berkeley, Calif., also reports that concrete highways saved an average of 2.4 cents a mile for a dealer who rented out his automobiles.

is paid to the 157,000 who have been killed by automobiles since the beginning of 1919. "This is a sad commentary on our state of civilization," declares the *Pittsburgh paper*. Furthermore, we read in the *St. Louis Globe-Democrat*, "these gruesome figures should impress the individual driver with his responsibility at the wheel."

The moral to be drawn from the total number of deaths "is clear enough" to the *Manchester Union*. This, we are told, is "the need of care, and still more care, on the part of the public." The chief precaution, thinks the *Washington Post*, should be to keep automobiles in good condition—brakes, horn, lights, steering mechanism, and rear vision mirror.



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27 Miles per gallon.

5 to 25 m.p.h. in 8 Secs.

Exceptional Roominess

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Only Chrysler "52"

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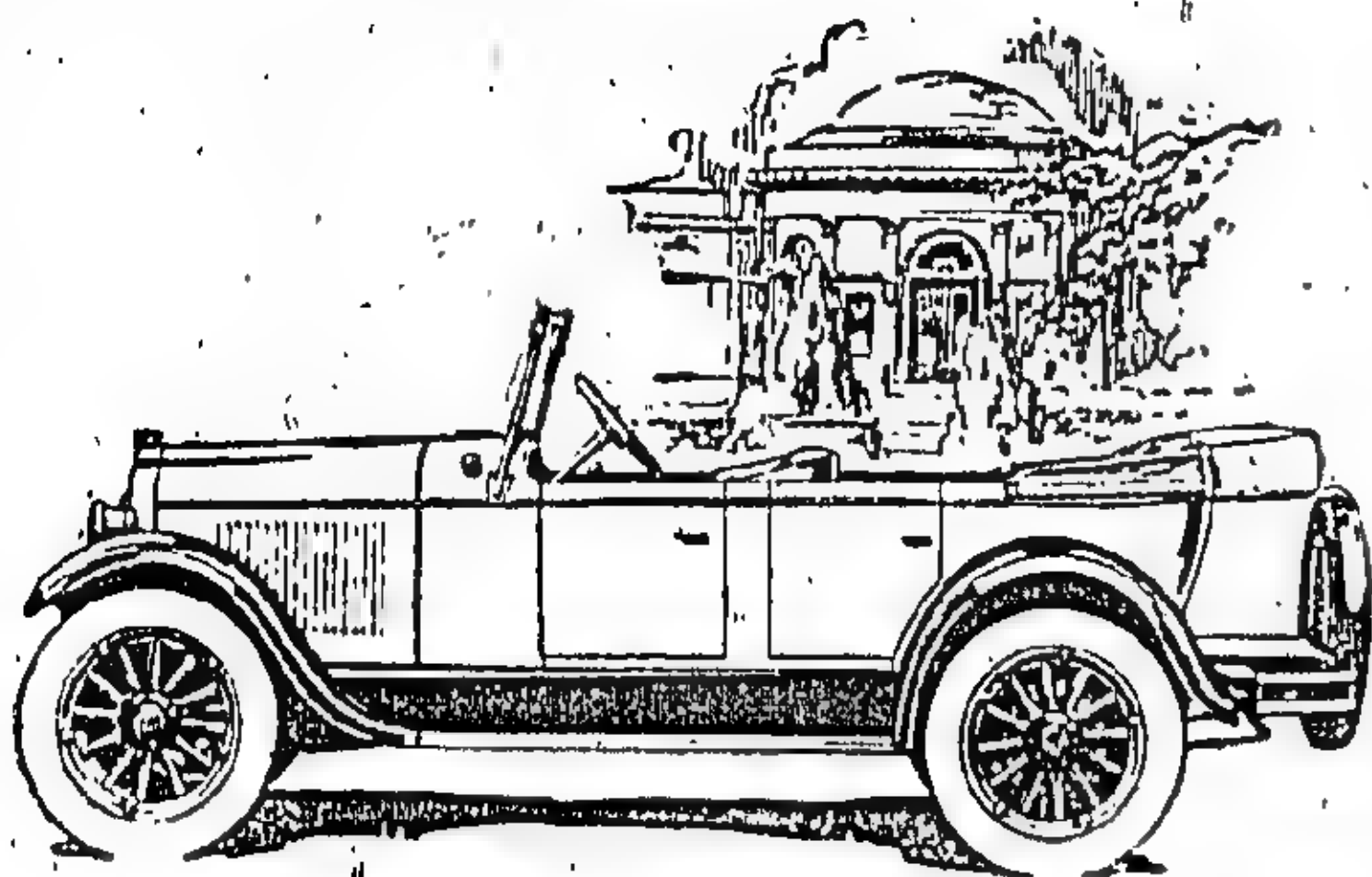
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For the 24th year Buick has again fulfilled this promise:
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PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster	4-seater	G\$1,200
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Sedan (4-door)	5-seater	1,350

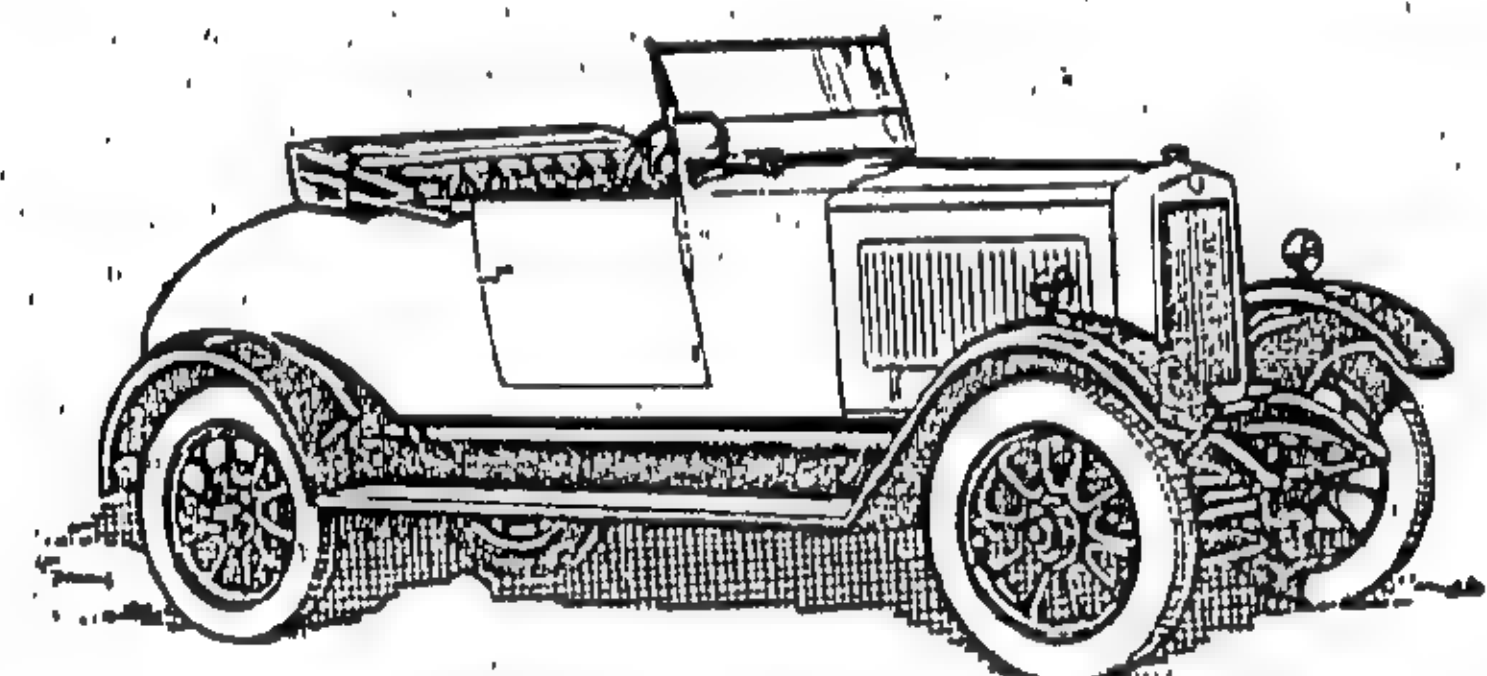
All prices subject to change without notice.

Our third shipment of six of the 1928 Model Touring Cars is due to arrive on October 31st. Although orders are being booked rapidly for this third shipment, a few cars are still available. Orders will necessarily have to be filled strictly in rotation.

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33 WONG NEI CHUNG ROAD, - - - HAPPY VALLEY.



Motorists everywhere are trying and buying the new "World" Morris

THE new Morris "World" models were introduced just twelve months ago. During that short time they have fully proved how well they filled a long felt need. For this is a car typically British in workmanship, in performance, and in economy. And in its design are embodied those features essential for universal motoring. The "World" radiator combines handsome lines with ample tooling power; the re-designed chassis spells strength with comfort; the Dunlop "butressed" tyres add to that comfort and ensure big mileage.

In the "World" Morris you buy a car that will do 30 miles per gallon of petrol; 1,000 miles per gallon of oil; that will give you ten years honest service, and this year still better bodies, still more models, still greater value. Is it any wonder that motorists everywhere are trying and buying the "World" Morris?

MORRIS

The Wheel of the World

PRICES FROM £180.0.0

THE HONGKONG HOTEL GARAGE
HONGKONG.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

KEEPING THE RADIATOR FROM BOILING.

Rapid boiling away of cooling water is naturally most likely to occur on hot summer days and is almost always the result of faulty maintenance, as the cooling systems of practically all cars are adequate to prevent it, if they are in good condition. The following precautions should be taken to obviate it. Keep the radiator's external surfaces free from dust and mud, by brushing them off or washing them off with a hose stream—protecting ignition apparatus and carburetor from water, while doing so. See that the radiator front is not unduly shielded by the number-plate or signs and emblems which may have been attached to it. Remove the shutter-front entirely if more cooling effect seems to be called for. Keep internal radiator surfaces clean and water-passages unobstructed, by frequent flushings out of deposited scale with garden hose water and, if the water customarily used is "hard," boil out the system with salt soda or even lye solution occasionally. Replace rubber hose connections before they become noticeably soft and flabby, thus avoiding obstructions due to loosened inner rubber layers and the possible collapsing of the suction connexion to the pump. Keep the fan-belt tight enough so that it will turn the fan at proportionally higher speeds, as the engine is accelerated. Unless the fan stops turning the instant the engine stops, its belt is not tight enough. It should be sufficiently tight so that perceptible force is required to move the fan, when the engine is stationary, but when it is too tight, an unnecessary load is put on the fan bearings. If the same belt drives the fan and the water-pump, adequate tightness is particularly necessary, as cooling ability falls off very fast when both the air draft and water circulation rate are diminished simultaneously. Use the best engine oil and don't let it get thin or dirty; keep ignition as far advanced as possible without knocking resulting, grind engine valves if compression becomes weak; see that the carburetor is set to deliver a mixture neither too rich or too lean—as both extremes throw extra work on the cooling system—keep brake-bands clear of their drums and don't run the tyres too soft.

FORTHCOMING CONGRESS.

Improving International Travel.

ROAD CONSTRUCTION AND IMPROVEMENT.

The World Motor Transport Congress, which is to be held in London in November, 1927, will be an event of first-class importance. Congresses under this title have been held on three occasions in America, but the forthcoming gathering may be fairly regarded as the first of a new and more generally valuable series of events which, in course of time, may exert very powerful influence in favour of the further development of road transport throughout the world.

Visit to Olympia.

The Congress to be held in London this year will consist of six meetings, which will take place on the mornings and afternoons of November 14, 15, and 16. On November 17 the delegates at the congress will pay an official visit to the Commercial Motor Transport Exhibition at Olympia, which opens on that day.

The Society of Motor Manufacturers and Traders, Ltd., are acting as organisers of the congress, under the auspices of the Bureau Permanent International des Constructeurs d'Automobiles, which is a body formed to regulate certain international matters affecting the motor industries of all manufacturing countries.

Though the congress will take place in London it will be of an entirely international character. Equal opportunity will be given to all nations to be fully represented, to submit written contributions, and to take part in the discussions on the selected subjects. It is anticipated that further congresses will subsequently be held in the capitals of other countries, the programmes for these later events depending on the decisions which will be arrived at in November as to what subjects require further investigation, and what information or statistics ought to be collected as a basis for later discussion.

Six Points.

In the present instance six main headings for discussion have been agreed. These are as follows:—

1. Road construction and improvement in relation to the development, efficiency, and economy of roads transport.
2. Motor transport as an instrument of development of world resources.
3. The necessity of co-operation between road and rail transport.
4. The development of motor vehicles suitable for service on bad roads, and for cross-country use.
5. The improvement of facilities for international travel by road.

6. Fuels and fuel supplies for road motor vehicles.

For All Nations.

Invitations for being addressed to the Governments of all nations and to important organisations concerned with inland transport throughout the world, and all who nominate delegates are invited to send, in written contributions under any of the headings mentioned above. These contributions will be distributed to all delegates well in advance of the congress. Consequently it will not be necessary to take up time at the actual meetings by the reading of papers. Those who have submitted papers will rather be asked to summarise the main points which they wish to bring forward, and so to open a general discussion, in which it is hoped that not only those who have information to give, but those who desire to obtain information will take equal part.

First of its Kind.

It has been suggested that the forthcoming Congress may be fairly regarded as the first of a new series of gatherings of this kind. Previous congresses under the same name have been attended largely by people directly connected with the business of motor manufacture and distribution. Such interests will, of course, be again represented in London, but a very large proportion of the representation will be official. Arrangements have already been made under which all parts of the British Empire will be officially represented.

British Presentation.

The Imperial Motor Transport Council has given its support to the congress. This body, which was specifically formed some 14 years ago for the purpose of functioning in connexion with congresses and similar gatherings, includes representatives of the Imperial Government through the various departments directly interested in the use of motors or in the development of trade. Thus we find on the council strong representation of the War Department, and also representatives of the Post Office, as large users of motor vehicles, the Department of Overseas Trade, the India Office, and the Dominions and Colonial Office.

As regards the Dominions themselves, the council includes official representatives of Canada, Australia, New Zealand, South Africa, Newfoundland, and India. Again, the States and Provinces of Australia and Canada are individually represented, in many cases by their Agents-General.

IN STREET FOR FIVE DAYS.

Comedy of a New Motor-car.

An apparently derelict motor-car standing outside a West End club for five days has been the chief "effect" in a comedy unwittingly played by a visitor from India, Mr. C. Charsley.

Mr. Charsley was, taken for a trial run in a car he proposed to buy. "If I decide to have the car, you can deliver it next Monday at my club," he told the salesman before they started.

Mr. Charsley, pleased with his prospective purchase, was driven to the club. "I will have the car," he said, and then he went indoors. Shortly afterwards he left for the country.

The salesman, however, mistook his orders and left the car by the kerb near the main entrance to the club.

It stood there for five nights, becoming an object of grave suspicion to numerous policemen. Each night some kindly person from the club switched on the lights, and in the morning switched them off. This was done until the lights had become a mere glimmer owing to the battery running down. The police were then officially informed and a constable stood guard the whole of that night.

The owner arrived later only to be greeted by two detectives and two constables, all awaiting an abandoned car mystery. It took him some time to reassure them.

A.A. ASSISTS.

A Successful Motoring Appeal.

At the London Sessions just held, a motorist, supported by the Automobile Association, appealed against a conviction by Mr. Mead at Marlborough Street.

The case was one in which the defendant was alleged to have driven in Regent Street in a manner which was dangerous to the public by travelling at an excessive speed and ignoring the signal of a police officer, and although evidence was called denying the allegations, the defendant was ordered to pay a fine of £10 and costs, his licence also being endorsed and suspended for a period of three months.

At the hearing of the appeal, the conviction was confirmed but the Court reduced the fine to £5 and cancelled the suspension.

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29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.

Phaeton	5-seater	G\$2,695
Rumble Seat Roadster	4-seater	2,695
Sedan	5-seater	2,805
Coupe	4-seater	2,870
Convertible Coupe	4-seater	2,945

Model 533—Single Six—133-inch wheelbase.

Roadster	4-seater	G\$2,815
Phaeton	5-seater	2,815
Touring	7-seater	2,915
Coupe	4-seater	3,220
Club Sedan	5-seater	3,220
Sedan	7-seater	3,235
Sedan Limousine	7-seater	3,335

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 443—Straight Eight—143-inch wheelbase.

Rumble Seat Roadster	4-seater	G\$4,460
Phaeton	5-seater	4,460
Touring	7-seater	4,535
Coupe	4-seater	5,575
Club Sedan	5-seater	5,575
Sedan	7-seater	5,780
Sedan Limousine	7-seater	5,880

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

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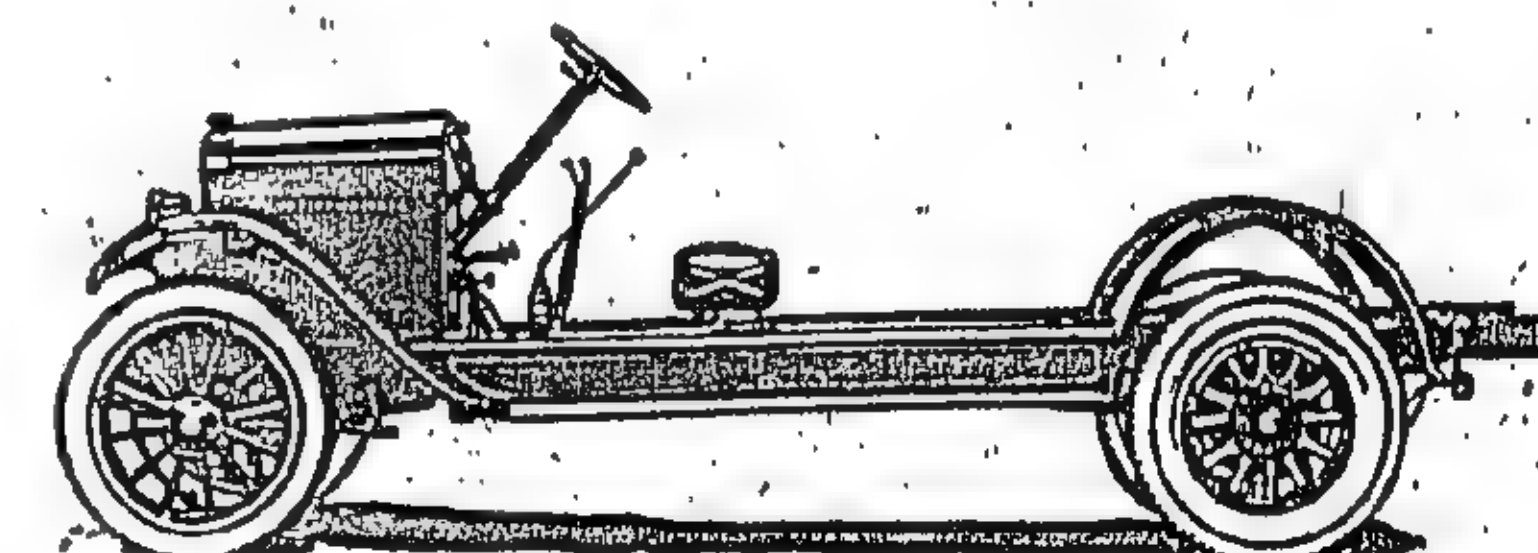
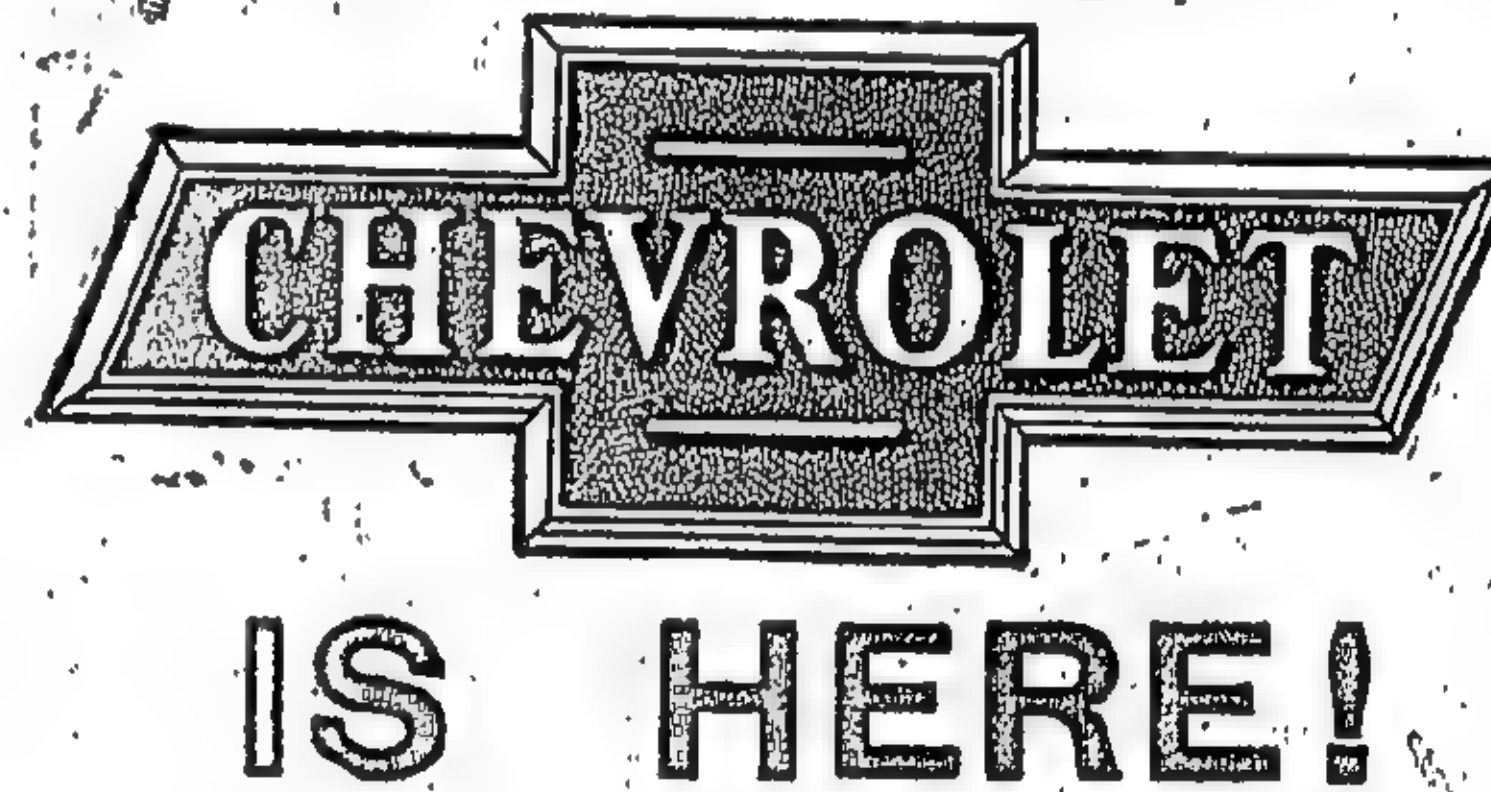
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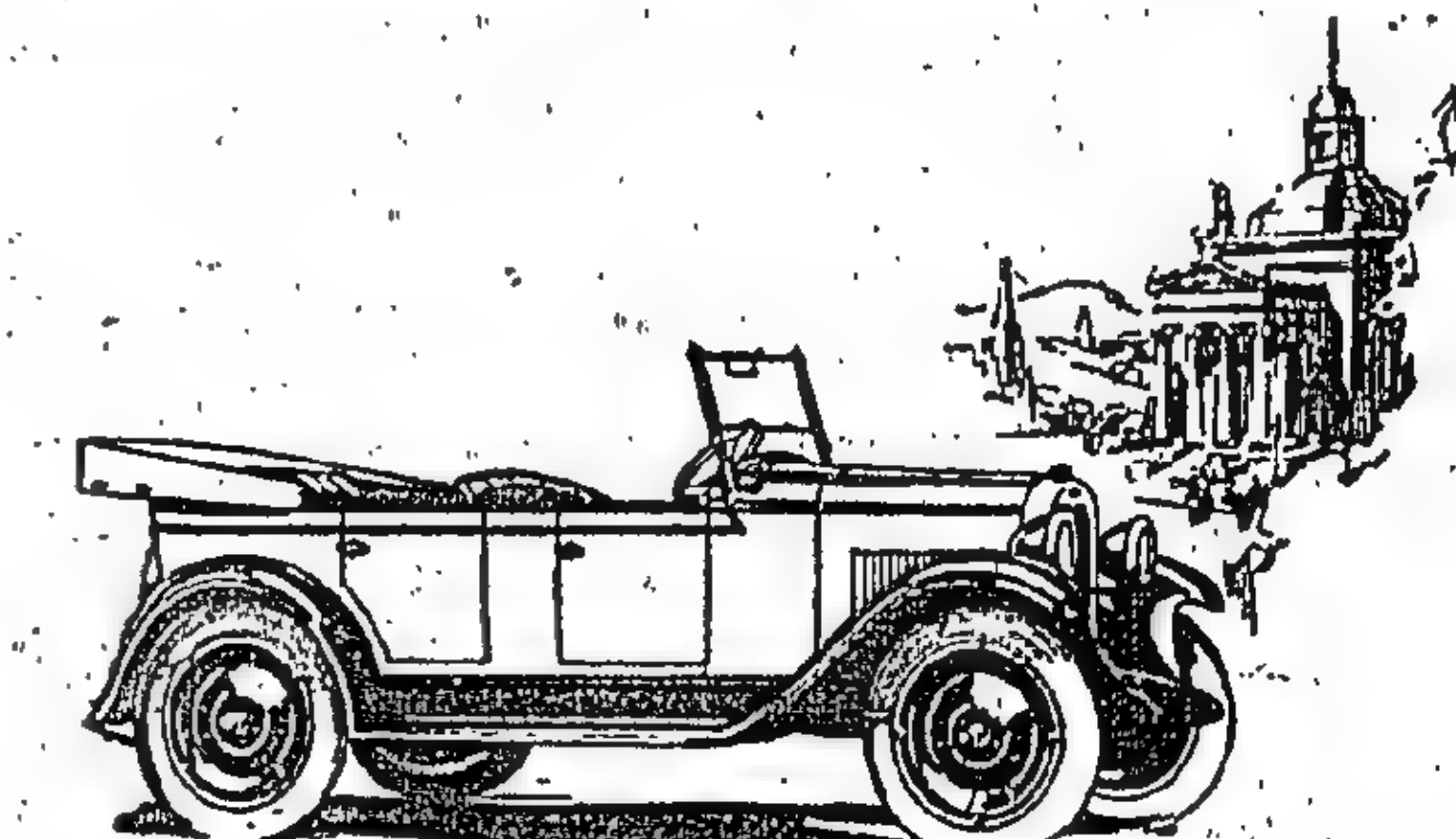
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The Very Idea!

Overhearing an Italian woman refer to her party as foreigners, an English woman visitor to Florence exclaimed indignantly: "You are quite wrong. We are English. It is you that are foreigners."

First Movie Actor: So the pistol was loaded with ball instead of blanks; well, that was certainly tough.

Second Ditto: Oh, I wouldn't have minded it so much, but the director yelled: "That isn't the way to fall when you're shot, you poor sap!"

The science of philology has recently been enriched by an excellent definition of the word "shemoodle." A man in a London suburb, hauled into court for assaulting his sister-in-law, pleaded that it was all just a shemoodle. The magistrate asked for details and the man said:

"I'll tell you just what happened and then you'll understand better what a shemoodle is. When the row occurred there were four sisters, their four husbands and their father and mother. A basin was thrown by one sister at a brother-in-law and at once the air became thick with flowers, stones and handfuls of dirt. You got what ever came your way. I got a flower-pot on my head and a lute in my ribs. That was a shemoodle."

The magistrate evidently understood perfectly, for he dismissed the assault charge.

Willesden landlady: My only real fault is that I am too good to my tenants.

Man fined at Marlborough-street for drunkenness: I simply asked the constable the difference between a Scotsman and a coconut, and told him that you could get a drink out of a coconut.

Nottinghamshire man: I have a witness I have specially submitted. Kent policeman of a revolver: He was trying to post a letter in a cigarette machine.

Scot-man at Westminster: The doctor certified me as drunk because I could not say "Papa's pampered ponies." I asked him to repeat after me a little Scotch, but he could not say it.

"Sir," wrote the indignant mother to the schoolmaster, "you mustn't whack my Tommy. He isn't used to it. We never hit him at home except in self-defence."

The future is in the air—Sir Samuel Hoare.

I have no use for jazz—Mr. W. O. Murray, I.L.C.O.

There is no port in high wages—Mr. John H. Fahey, ex-President of the United States Chamber of Commerce.

His own automobile as a gas chamber was the novel means of committing suicide used by Charles Harrington, salesman, it was revealed at the inquest at Ashburton, Devon. Closing the doors, drawing the curtains and stopping up all the crevices of the car, he saved through the floor and connected the exhaust pipe with a piece of rubber tubing. The engine ran until the gas was exhausted and Harrington was asphyxiated. The suicide occurred on a roadside of the famous Widdoway Fair.

A farmer was trying hard to fill out a railway company claim sheet for a cow that had been killed on the track. He came down to the last item: "Disposition of the carcass." After puzzling over the question for some time he wrote: "Kind and gentle."

Customer (in a tea shop): "This cocoa has a peculiar flavour. It tastes like tea." Waitress: "I'm sorry, sir, I must have given you coffee."

NEW JUSTICES.

OFFICIAL APPOINTMENTS.

It is announced that H.E. the Officer Administering the Government has appointed the following officers to be Justices of the Peace for the Colony:

Dr. Bagenni Harvey Mellon.

Dr. Joseph Patrick Feilly.

Other Appointments.

H.E. the Officer Administering the Government has re-appointed Dr. Wong Tsz-chuen to be a Member of the Midwives Board for a further term of three years, with effect from the 23rd October.

H.E. the Officer Administering the Government has appointed Ng Chi to be a "Forest Officer" for the control and superintendence of the forests of the Colony (Cheung Chau), with effect from 1st November.

Forest Officer Ku Sing-cheong has resigned from the service as from 1st October.

It is officially notified that the road bridge between the Kowloon-Canton Railway and the Causeway at Tai Po will be open to public on Thursday the 10th November.

YANGTZE BANDITS ACTIVE.

MASSACRE ON A FRENCH STEAMER.

AN HOUR'S FIERCE BATTLE.

Ichang, Oct. 27.

A terrible incident occurred on board the French steamer Kiangking on October 24 while on a journey up-stream. The Kiangking left Ichang on October 24, and when she had sailed about two hours a battle suddenly took place between a dozen guards of the Governor of Kweichow and a body of more than 30 Chinese bandits who were travelling on the steamer in the disguise of passengers.

The soldiers and the bandits used rifles and pistols, respectively, and the struggle lasted about one hour, with the result that about 60 soldiers, passengers and members of the crew were killed or wounded. Those who were killed were thrown overboard by the bandits.

The miscreants, after seizing the rifles of the guards and robbing the crew and passengers of their money and clothes, forced the crew to stop the steamer in the neighbourhood, and fled with the booty.

The steamer took refuge in Wushan and afterwards met the N. K. K. Yang Maru which came down the river. One wounded mate and two others were taken in by the Japanese steamer.

Toho.

ITALIAN CONVENT BAZAAR.

OPENED THIS MORNING.

The annual bazaar in connexion with the Italian Convent, in Caine Road, was formally opened by Mrs. W. T. Southern this morning. The bazaar which is under the chairmanship of the Rev. Valeria, is to be continued throughout this afternoon as well as to-morrow.

This annual function has always been a great attraction to members of the Catholic community and others, and the event this year, judging by the attendance this morning, is likely to prove even more profitable than previous bazaars.

The grounds of the Italian Convent were tastefully decorated while excellent music is being provided.

Mrs. Southorn was accompanied by Mrs. B. Innes, Mrs. T. H. King, Mrs. Sorby, and Mrs. J. R. Wood.

TO-DAY'S FILMS.

FINAL SCREENING OF

"MICHAEL STROGOFF."

The splendid screen version of Jules Verne's great story "Michael Strogoff," which has been drawing crowded houses to the Queen's Theatre since Tuesday will be screened for the last time this evening. The picture is the greatest ever made under French auspices and should on no account be missed.

Other pictures showing for the last time this evening are Cecil B. De Mille's notable society drama "Triumph," at the Star Theatre, with Rod La Roque and Leatrice Joy; and the feature film "New Brooms," with Neil Hamilton and Bessie Love, at the World Theatre.

The official film record of the Dempsey-Sharkey fight will also be screened at the World Theatre for the last time this evening.

HIGH AMBITION.

MR. WANG CHING-WEI'S DISCLOSURES.

SUCCESSION TO DR. SUN.

Under the heading "A Pernicious Book," the North China Daily News publishes the following, which we reproduce with our contemporary's cross-headings:

Mr. Wang Ching-wei, formerly Chairman of the Governing Committee of the People's Government and now a member of the committee but sometimes living a retired life in the beautiful Kuling valley, is the author of a book "China and the Nations" published this year in London by Martin Hopkinson & Co. The sub-title says that it is the "Draft of the Report on International Problems" prepared for the International Problems Committee of the People's Conference of Delegates at Peking in April, 1925. This draft was written in the Chinese language and has been rendered into English and edited, with introduction, explanatory footnotes and a map by I-sen Teng and John Hind Smith.

We have been familiar with Mr. Wang, who was formerly better known as Wang Chao-ming, for many years. His imprisonment in Peking in 1910 for an attempt to assassinate the Prince Regent brought his name into prominence. We know also that he had become one of the private secretaries of Dr. Sun Yat-sen and was generally credited with having prepared many of the important telegrams and letters of his master. He accompanied Dr. Sun to Peking during the latter part of 1924. The introduction to this book states:

"In 1925 he was at his master's bedside, as his chosen successor, and wrote at his dictation the two famous wills, which form the programme of the New China. He was then chosen as leader by the Kuomintang. He is destined, given health and strength, to be the President of the Chinese Republic."

We venture that the native disclosures made in this quotation explain the whole history of Dr. Sun Yat-sen. It may be properly described as one long struggle on the part of Wang Ching-wei to maintain his position as the successor of Dr. Sun and to further his ambitious scheme of becoming President of China.

Will a Mere Dictation.

We know that there is a large section of the membership of the Kuomintang who do not accept the proposition that Wang Ching-wei was chosen by Dr. Sun as his successor and who maintain that Wang with the aid of the Soong family kept close guard around Dr. Sun during his last illness in Peking that he was entirely in their hands. This section of members also say that the famous wills of Dr. Sun are not fair and full expressions of his wishes and represent only what Wang Ching-wei himself wished Dr. Sun to say. Even the fact that Wang "wrote at dictation the two famous wills" was carefully kept secret at the time of Dr. Sun's death and the public was allowed to believe that they were written in great pain and weakness by Dr. Sun. Now it has been at last openly acknowledged that Dr. Sun only dictated the wills to Wang Ching-wei. Some day it may be possible for us to learn whether or not Dr. Sun was in a physical condition to be able to know what he was signing when Mr. Wang helped him to write his signature on these documents. Not a few Kuomintang leaders believe that Dr. Sun did not know what he was signing and that the two wills out of which Mr. Wang has made so much political capital were his own and that they are only parts of Wang's scheme to become Sun's successor.

THE QUESTION OF A DAM.

ALLEGED CONCESSION BY ABYSSINIA.

BRITAIN NOT NOTIFIED.

London, Nov. 4.

Telegrams from America stating that the American Engineering Corporation has received a concession to build a dam at Lake Tsana, in Abyssinia, find little credence in well-informed London circles.

"It is not thought that any such arrangement could have been made with the knowledge of the Abyssinian Government, since under the Treaty of May, 1902, concluded with Emperor Menelik the Second, that Emperor agreed, 'not to construct or allow to be constructed any work across the Blue Nile, Lake Tsana or Sobat, which would arrest the flow of their waters into the Nile, except in agreement with His Britannic Majesty's Government and the Government of the Sudan.'

The Abyssinian Government has not approached the British Government in regard to any such project as that mentioned in the American telegrams.

Great Britain, with her preponderant interest in Egypt and the Sudan, has for many years been at pains to obtain undertakings from all neighbouring Powers to refrain from any actions which might diminish the volume of water in the Nile and its tributaries, which constitutes a vital factor in the prosperity of Egypt and the Sudan.—British Wireless.

Hysterical Falsehoods.

We were not prepared to give credence to the statements concerning Mr. Wang's relations to Dr. Sun during the last days of his life until we read this book "China and the Nations," but after a careful perusal of its pages we are ready to believe almost anything about Wang. The book is filled from cover to cover with hysterical falsehoods and rabid perversions, and we need only mention a few. On p. 133 International Law is defined as "an instrument for securing the privileges obtained from the weak by the powerful nations." On p. 19 it is said "England has used Hongkong to cut China's throat." On p. 29 "France robbed China of Annam." On p. 152, Japan's dealings with China are described as "robbery with violence." On p. 101 the statement that the Washington Conference was called with the object of helping China is denounced as false. Territorial integrity is explained on p. 61 as a phrase "used to signify the partitioning of territory." The Open Door policy as meaning "that China should welcome the Powers when they come to exercise their encroachment," and Equality of Opportunity as "everybody has a share." On p. 126 "the Chinese people does not fear the threat of Bolshevism." "Of the two slogans 'down with imperialism' and 'down with militarism' the former is the more vital. It is the root of roots." On p. 124 "robbers and cutpurses always band together if they mean to be brigands. Hence the precedent of 'Equal opportunity of privileges' was invented by the imperialists." Every page of this book is marred with immoderate, exaggerated or incorrect statements of the same general import as these which we have quoted.

With this book in hand it is easy to understand the ups and downs of the Kuomintang since the death of Dr. Sun. They have been occasioned by the struggle of Wang Ching-wei to become President of the Republic of China. Note the steps. Bending to the force of opinion. (Continued on Page 10.)

FATAL MAIDSTONE FIRE.

THE CORONER'S CRYPTIC STATEMENT.

London, Oct. 20.

As the result of a outbreak of fire at Waterbury Hall, Maidstone, the occupier, Captain Bazley-White, his wife, their four-year-old son, and a nurse aged 55, were incinerated.

Three servants escaped by climbing from a bedroom window. Other occupants of the house escaped by the staircase.

The bodies were recovered from the ground floor, having dropped through the ceiling, which collapsed.

The mansion, though comparatively modern, was full of oak beams and the fire had been burning for some time before it was discovered by a passer-by who gave the alarm by throwing stones at the windows.

The occupants of the house were unable to get near the telephone. The fire brigade arrived an hour after the outbreak.

A servant tried vainly to save Mrs. Bazley-White, who was trapped in the corridor, screaming "Fire."

The body of a bull-terrier was also found.

The late Captain Bazley-White served to a Brigadier-General in the Egyptian Army and spent seven years in Egypt.

At the inquest the Coroner, at the outset, stated that there would be conflicting evidence as to where the fire originated.

He added: "While I do not suggest that the fire was anything but accidental, there are, of course, possible alternatives."

The evidence of all three servants who escaped indicated that Mrs. Bazley-White, whose screams of "Fire" aroused them, easily could have escaped, but she ran through the fire to the child's nursery.

The cook expressed the opinion that the fire broke out in the study.

A farm labourer, whom the cook fetched after escaping, said that he threw stones and broke the windows, but there was no response from within. There was then no sign of fire in the Captain's room or the nursery.

The Coroner returned a verdict that death was due to suffocation and that the cause of the fire was unknown.

TRADE BARRIERS DISCUSSED.

RUMANIAN AND JAPANESE RESERVATIONS.

Geneva, Nov. 4.

The trade barriers conference is deliberating various exceptions to the abolition of customs and other tariffs, and has agreed to a Rumanian reservation as regards crude oil, but has declared that this does not mean adherence to prohibition measures, and hopes that Rumania will raise the prohibition as soon as possible. The Rumanian delegate concurred.

A long debate ensued on the Japanese reservation as regards rice exports, and the import of dyes and synthetic products. The Japanese delegate undertook to try and get his Government to regard prohibition in respect of rice as being only of a temporary character. It is understood that the prohibition of dyes will be admitted on the same conditions as for Britain. This reservation is subject to the Japanese Government's approval.—Reuter.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 18 of this issue.

1. What is "nillage"?
2. Which is the hottest place in the world?
3. Who founded Pennsylvania?
4. What is a "dragoman"?
5. Give the name of the mythical river of oblivion.
6. What is a Hadji?
7. Which famous poet was born in Broad-street, Cheap-side?
8. What are orders in Council?
9. Who were the ptolemaics?
10. What does "domy svoi" mean?
11. What is the second dog watch?
12. Who was the author of the phrase "to damn with faint praise"?

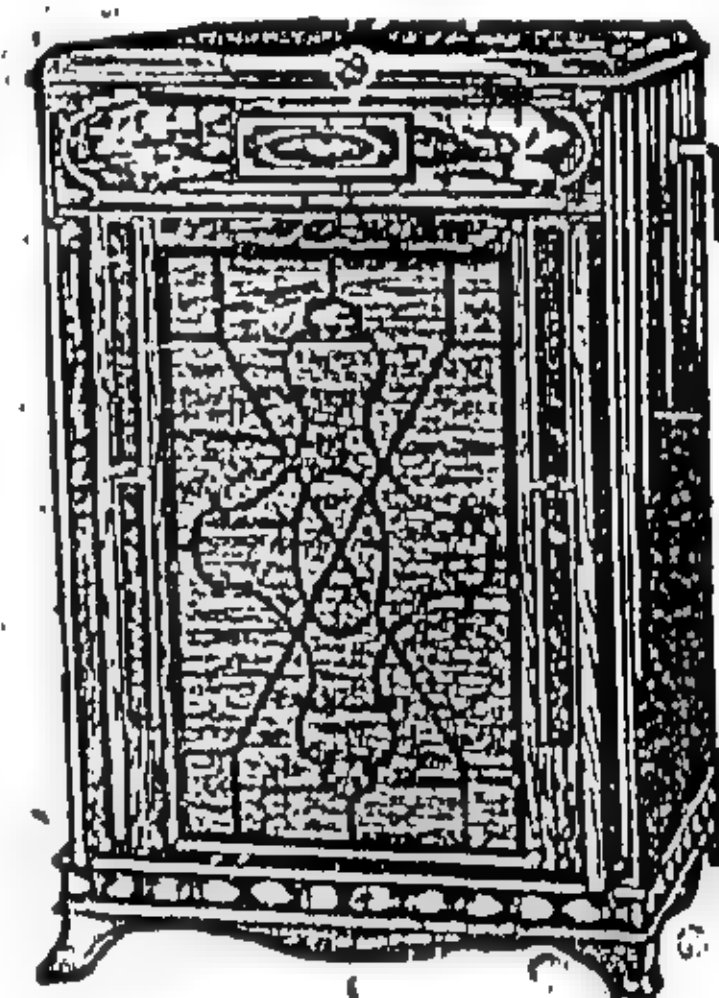
Mrs. Elizabeth James (James and Son), Covent Garden's "Watercress Queen," died at her home in Magee Street, Kennington Oval, in her 73rd year. Beginning in the market with two baskets, 50 years ago, she became the biggest owner of watercress beds in the world—at Mitcham, Beddington and Hurstbourne Priors, Hampshire.

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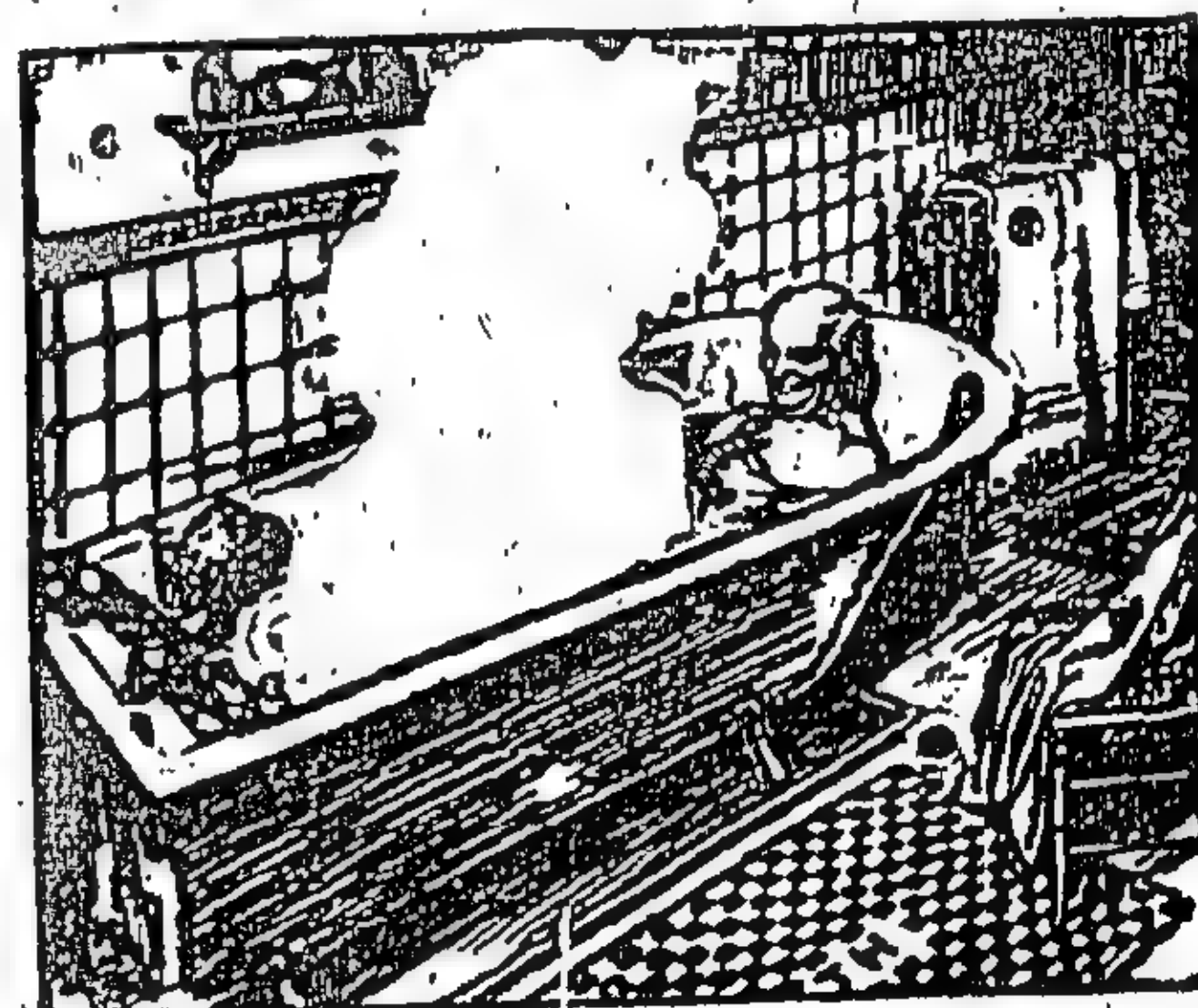
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A SUCCESSFUL TEAM.



Above is seen the football team of the 56th Field Coy. R.E., who, since their arrival in the Colony in May, have played 33 friendly games, of which they have lost only three and drawn four. From left to right they are: back row: Sprs. Marshall, Irson, Bartlett, Goode, and Dalton; middle row: Sprs. Cole, row: Sprs. Marshall, Irson, Bartlett, Goode, and Dalton; front row: Driver Rutter, Spr. Elliott, Sergt. Brown, Spr. Horsepool, and Spr. Abbott.

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BANKS' ROWING.

INTERESTING EVENT ON THE THAMES.

A sporting event of no little interest to the Eastern Banks took place on the evening of Sept. 28 on the broad reaches of the River Thames, between Harrod's buildings and Putney Bridge. Some weeks ago the rowing members of the Hongkong Bank issued a challenge to the Chartered Bank to row over a course of nine furlongs, and although the time allowed for training was necessarily short, the challenge was taken up. The race took place after the tide had begun to ebb, and resulted in a win for the Chartered Bank by three lengths. A large number of enthusiasts from both Banks travelled down to Putney and followed the race in steam launches. Conditions were ideal.

Amongst those in the umpire boat were Sir Newton and Lady Stubb, Mr. and Mrs. Edkins, Mrs. MacGregor, Mr. H. D. Jones, Mr. George Miller and numerous others, including several representatives from the East of both Banks.

The crews were as follows:
The Chartered Bank of India:—Bow, L. K. James; 2, R. W. Skinner; 3, R. C. MacKenzie; stroke, H. G. Banham; cox, L. Washington.
The Hongkong and Shanghai Bank:—Bow, J. T. Edkins; 2, J. A. MacGregor; 3, J. O. Bartlett; stroke, C. J. D. Law; cox, D. M. Porter.
It is hoped that this event is but a preliminary to the re-starting of the Eastern Banks Rowing Club.

HOCKEY.

WASEDA UNIVERSITY PLAYERS COMING.

Hockey players will be interested to learn that a team of players representing the Waseda University contemplate visiting Hongkong, arriving here on Monday next in the course of a tour of the Far East.

It is understood that matches have been arranged between the visitors and Naval and Military teams as well as the Hongkong Hockey Club. Arrangements will be announced later. Sometime ago, it will be recalled, a team of Rugby players from the Waseda University visited Hongkong whilst passing through on the way to Australia. The local players were then beaten by 21 points to six.

Recreio v Punjabis.

The following will represent Club de Recreio in a hockey match against the Punjabis at the Marina ground on Monday at 5.15 sharp.—F. Barros, D. Souza, L. Carvalho, C. Basto, J. Noronha, A. Botelho, C. Roza Pereira, D. Lopes, H. Alves, R. Reed and H. Botelho. Reserve—A. Silva.

Hongkong Hockey Club v Navy.

The following will represent the Hongkong Hockey Club XI against the Navy at 6 p.m. on the U.S.R.C. ground on Wednesday next: W. J. Lockhart-Smith, J. E. Henry, D. Lyon, L.M.S. Lloyd, A. A. Dand (Capt.), E. L. Sim, G. B. Slipper, T. Whitley, B. W. Sampson, W. Woodward and H. C. Howell.

FOOTBALL.

HONGKONG GARRISON LEAGUE RESULTS.

The following are the results of matches played in the Hongkong Garrison Football League during the week:
K.O.S.B. (H. Q.) 4 K.O.S.B. (D. Co.) 0
K.O.S.B. (C. Co.) 0 K.O.S.B. (D. Co.) 0
K.O.S.B. (A. Co.) 1 R.F. & R.S. 0
K.O.S.B. (H. Q.) 1 R.A.O.C. 0

Matches down for next week are:
Monday—R.A.M.C. v K.O.S.B. (A. Co.), Referee, Edr. Britnell, R.A.
Tuesday—K.O.S.B. (D. Co.) v R.E. and R.S., Referee L/Cpl. Hey, R.A.M.C.

Thursday—R.A.O.C. v K.O.S.B. (A. Co.), Referee Pto Blackwood, R.A.M.C.; K.O.S.B. (C. Co.) v K.O.S.B. (H. Q.), Referee, Sgt. Hyson, R.A.M.C.

Friday—K.O.S.B. (H. Q. 2) v R.A.M.C., Referee L/Sgt. Bunting, K.O.S.B.
All matches will be played at Soekunpo, kick off at 4.15 p.m.

LAWN TENNIS.

SHANGHAI LADIES' DOUBLE CHAMPIONSHIP.

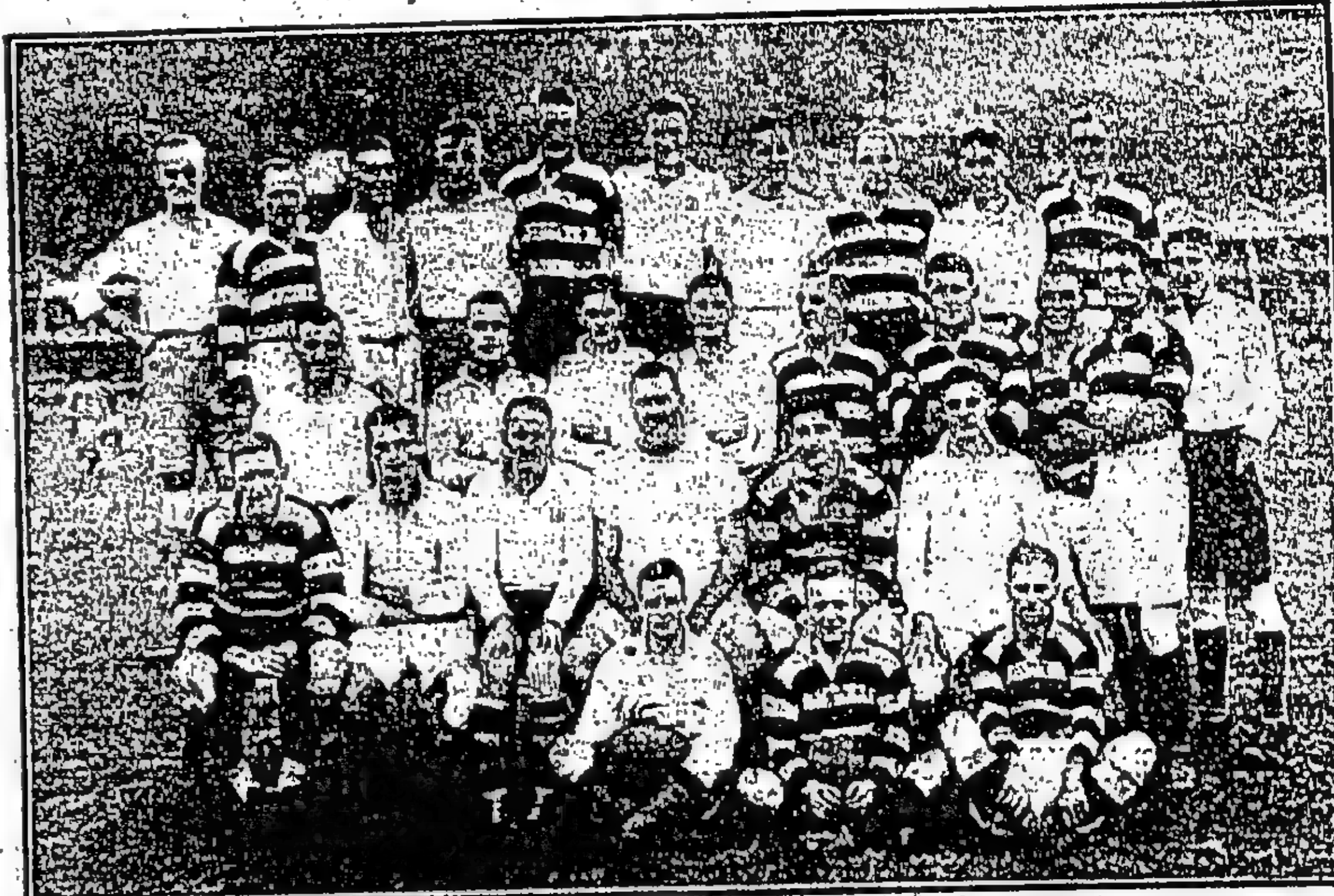
The final of the Shanghai ladies' doubles championship, played at the Majestic Hotel court last week, was interesting mainly owing to the fact that two players new to Shanghai championship tennis were seen opposed to two of the best known local ladies. Mme. Van Haute and Mrs. Prince added to their laurels by winning on straight sets 6-3, 6-2, but the losers Miss Hertzberg and Miss Rieger are to be congratulated on their first appearance in a final and on the game fight they put up in the face of such redoubtable opposition.

CHAMPIONSHIP GOLF.

RESULTS OF THE THIRD ROUND.

Dallas, Tex., Nov. 4.
In the third round, for the championship, Turgess beat Spry 3 and 2, Hagen beat Armour 4 and 3, Golden beat Gallett 4 and 2, and Espinosa beat Dutra one up.—*Reuter's American Service.*

ANNUAL RUGBY MATCH.



At Happy Valley on Saturday took place the annual rugby football match between the Hongkong Rugby Football Club and the Hongkong and Shanghai Bank, the former winning by 24 points to nil. (Photo: Mee Cheung).

THE NATIONALISTS AND THE C.P.O.

REPLY TO SHANGHAI PRESS CRITICISM.

COMING SPLIT VISUALISED.

The North-China Daily News of last Tuesday publishes the following letter addressed to the Editor:

Sir—In your issue of October 27, you published a report to the effect that this Ministry had decided to establish a new Directorate-General of Posts. Since it has always been our desire to improve and maintain an efficient service, it is necessary to dispel wrong impressions which may be created as a result of the report.

We have pleasure in enclosing herewith copy of a telegram which Mr. Wang Pei-chun, Minister of Communications, has handed to Mr. W. W. Ritchie, Postal Commissioner for Kiangsu Province, for transmission to Mr. H. Picard-Destelan, Co-Director-General of Posts, and which we shall be glad if you will give due publicity.

We are, etc.,
Department of Posts, Ministry of Communications, Nationalist Government, Republic of China.
Shanghai, Oct. 29, 1927

Enclosure.

"My aim is co-operation as proved by last three months' continual negotiation and appointment of Destelan as Co-Director-General of Posts for Nationalist area with condition that if unable to come himself he is requested to send a representative. Promises made by Peking Directorate-General of Posts of conference and special delegates reporting on financial situation broken. Facts are Peking trying to continue unrestricted control finance and continuing monthly remittances to Northern Government. Considering prevailing conditions smooth working in South impossible while sole control vested in the hands of Peking Directorate-General of Posts. Absolutely necessary for us to come to a practical working arrangement. If Peking still refuses co-operation the Directorate-General of Posts in the North will be held responsible for any resultant untoward events."

"Cannot See Eye to Eye."

Commenting on the above, our Shanghai contemporary states: "We are very glad indeed to publish the letter from the 'Nationalist' Ministry of Communications and the attached copy of a telegram from Mr. Wang Pei-chun to Mr. Picard-Destelan which was sent through Mr. Ritchie on October 27. These documents will be found in our correspondence columns. It is to China's best interest to have every situation of this sort aired as much as possible, and we should, therefore, be more than happy to publish every document that our 'Nationalist' friends have to register against reports or opinions that appear in this journal."

In this matter of postal control we cannot see eye to eye with them, but it may help towards a solution of what might easily be a disastrous situation to give their side of the case all due publicity. We have read the letter and the attached telegram very carefully, and we cannot see that it contradicts or invalidates anything in the leading article to which they take exception. As we said, they insist that either Mr. Destelan or a representative should come to Nanking to work under their independent control. They object to the financial administration being in Peking's hands. If they have any real regard for China's good name or for the efficient management of the Posts, the con-

AN OFFICE BOY'S SUICIDE.

A POLICE HEADQUARTERS DISCOVERY.

A sensational discovery was made at Police Headquarters this morning, when an office boy was found to have taken his life by hanging himself in a room situated in the rear of the southern block.

The suicide, whose name was Tseng Wah, had been employed as an office boy to Mr. L. H. V. Booth, A.S.P. He had been missing from his post since one o'clock yesterday afternoon. As he had not returned to his home at Douglas Street last evening, his family went up to Police Headquarters this morning to ascertain the cause of his absence. A search was made, and at 10 o'clock, Inspector Lane, while looking through the southern block of buildings, adjoining the Gaol, noticed that a door giving access to a room in the rear of the first floor, which in the ordinary course should have been left open, was closed, and, moreover, locked.

He forced it open and came upon the startling sight of the missing man hanging by the neck from a beam.

Life was extinct when the body was cut down, death apparently having occurred many hours previously. The body was removed to the Mortuary.

No motive has yet been discovered for the deceased taking his life. He was 25 years of age and had been employed at Police Headquarters for the last five years.

The King and Queen gave a dance for the servants, tenants, and gillies of the Balmoral, Aberdeenshire, and Birkhall estates, in Aberdeenshire. The King and Queen, accompanied by the members of the Royal Family and their guests, were present.

trof of the Chinese Post Office's pitiful surplus revenue would not distress them for a moment. They could better afford to waive it than to have the whole world a witness to a split and a consequent disorganization of the postal service.

"When the Split Comes."

As we have said before, they must be aware that when the split comes, if it does come, the forfeiture of confidence here and abroad will make the Post Office a liability instead of an asset, after which the usual dry rot will set in and we shall be clubbing together to send our mail by special couriers, if the Powers do not decide to re-establish their own offices. Because the enemy—the Peking Government—makes some trifling sum out of the surplus revenues which Mr. Destelan, by virtue of old agreements, has to turn over to them, is no reason why any Chinese who really has a regard for his country's prestige, should want to ruin a fine service and give his country an international black eye for the sake of what he considers his Government's "face."

For all the profit there is in the Posts neither Peking nor Nanking, Tang Seng-chi nor Yunnan Canton, ought to be ready to ruin Mr. Destelan's service. If the money is the subject of quibble, the simplest solution would be to have a group of Chinese banks, agreed upon by all parties to hold it in trust at a respectable rate of interest until unity of some sort were achieved.

This idea we strongly recommend to our "Nationalist" friends, and ask them to think it over before they force a division in the postal service.

HIGH AMBITION.

(Continued from Page 9.)

position he went abroad, though retaining his position as chairman of the Governing Committee. Early this year he returned, meeting party leaders at Shanghai and then proceeding to Hankow. Finding Chiang Kai-shek the popular hero of the anti-north military campaign and Hu Han-min, the titular head of the Kuomintang in Nanking, the possessor of unlimited party funds from the rich provinces of Kiangsu and Chekiang, he began to assert his rights as Chairman whose will should be law to party members.

The Communist Expulsion.

Though he had favoured the admission of the Communist group into the Kuomintang as party members, he changed his mind and came into agreement with the other leaders as to the necessity of expelling this group from the party. This expulsion had the approval of the majority of party members, but when Wang accompanied it by allowing a slanderous campaign to be directed against Chiang Kai-shek he found himself opposed by some and violently opposed by others, all of whom professed loyalty to the Kuomintang.

It was Wang's attitude as Chairman of the Governing Committee in opposition to him that, more than any other single cause, obliged Chiang Kai-shek to resign from his command, and it was Chiang's resignation that split the party. For this resignation and its serious consequences Wang must be held responsible. In July he made a speech on "What kind of Government shall we establish" to which Mr. Wu Chih-hui, a prominent member of the Nanking Government, made a vigorous reply. The challenge was thrown down and accepted by both sides with the result of precipitating the present chaotic condition in the ranks of the Kuomintang. It is not going too far to say that among the chief elements in the stoppage of the successful anti-north campaign and in the resignation of Chiang Kai-shek from the general command were the jealousy of Wang Ching-wei and his undying ambition to be President. This book of screeching mis-statements has done good service in revealing the spirit of the man who has been behind the scenes directing the show. The actors like Eugene Chen, Mrs. Sun, T. V. Soong, Sun Fo, whom he has placed before the foot-lights have noted their little parts but the play has been manipulated by the invisible director, Mr. Wang.

A Lack of Evidence.

Mr. Wang claims to be the chief depository of the aims and purposes of Dr. Sun Yat-sen but we find in his book little evidence to sustain this position. Dr. Sun was consistent in his general aims but constantly changed his methods. He himself was in Russia. Mr. Wang, being a man of much smallness or intellectual capacity than Dr. Sun, wants to make not only the principles of his master but also his methods static. The Kuomintang according to Wang should not make any changes in either of them. This is, of course, an impossibility in midst of the constant changes in China and in the world. Only one illustration is needed. Dr. Sun favoured an alliance with Soviet Russia. That was not a principle with him but a method of accomplishing the object which his principles had in view. If the method helped the principle Dr. Sun would have retained it but if he found it destructive of his principles he would have discharged it. Not so with Mr. Wang. For better or worse it must be maintained for the sole reason that Dr. Sun once believed in it and without any regard to its present advantages or otherwise.

Mr. Wang is Dr. Sun's slave, a position which Dr. Sun himself would have been one of the first to condemn if not to ridicule. That is not the worst of it, for the introduction of Mr. Wang's book shows that the object of his slavery is that he may become President of China. *Quid avertat deus!*

The dress circle of the Libertad Cinema in Goya, in the Argentine province of Corrientes, collapsed suddenly and 70 persons, mostly women and children, were killed or injured. The shrieks of the children were agonising. The occupants of the dress circle were precipitated violently into the pit below. Many persons were badly crushed in the struggle to escape from the ruined building.

A statement issued by the Commonwealth Statistician shows that the population of Australia has increased from 2,260,000 in 1881 to more than 6,000,000 at the present time. Since 1921 the population has increased by 10.81 per cent. as compared with an increase in Canada over the same period of 8.15.

FIGHTING THE CRIME WAVE.

HEAVIER SENTENCES FOR APPELLANTS.

SHANGHAI LIFE TERMS.

In the Provisional Court of Appeal at Shanghai last Monday, Judges Ziar, Chiu and Tsar presiding, several cases were brought up for final decision.

Loh Zang-kung, a coolie recently sentenced to 12 years' imprisonment for committing an unarmed highway robbery, who appealed against this sentence as being too severe, was re-sentenced by the Appeal Court to penal servitude for life and deprived of all civil rights for the same period.

In rendering their decision, the three judges said: "The judgment of the Court of First Instance is hereby set aside as far as the punishment of the appellant is concerned. He is hereby convicted of robbery on the highway accompanied by more than two others and is sentenced to penal servitude for life and deprived of all civil rights for life."

In another case, in which Chu Foo-ching was sentenced in the Lower Court to 15 years' imprisonment for armed robbery the decision on his appeal was as follows:—"The judgment of the Court of First Instance is set aside in so far as it concerns the appellant who is convicted of entering and robbing various premises on different occasions accompanied by more than two others and for each such offence he is sentenced to penal servitude for life and is deprived of all civil rights for life."

Two sentences of life imprisonment imposed by the Court of First Instance upon two Chinese convicted of armed robbery, which were appealed against, were ordered to stand as before.

OBITUARY.

WELL-KNOWN LOCAL FOOTBALLER.

It is with regret that we announce the death of Mr. A. Fuertes, a clerk in the Hongkong Electric Co., Ltd., who passed away at 9.10 last night at the French Hospital.

The late Mr. Fuertes, who was only 22 years of age, was well-known in local football circles as a player of the Recreio's 1st Eleven, and was very popular with all who knew him.

The funeral takes place to-day, passing the Monument at 5.30 p.m., when the Portuguese Company of the H. K. V. Defence Corps, of which deceased was a member, will attend.

BOY KILLED.

KNOCKED DOWN BY TRUCK.

A young Chinese was severely injured yesterday when he was knocked down by an iron earth truck in Laichikok. He was removed to the Kwong Wah Hospital, and died from his injuries shortly after admission.

It appears that he was knocked down by one of the trucks which are used for conveying earth from the excavations on the hillside near Kowloon Tong to the Reclamation at Shamshuipo. The boy was badly hurt about the head and died shortly after being taken to Hospital.



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OUR DAILY TALK ON HEALTH.

ANTI-TOXIN TO COMBAT
ERYSIPELAS.

MANY CURES NOTED.

One of the diseases most feared by man is being brought under control gradually through the investigations of modern medicine.

In 23 years 15,277 cases of erysipelas have been seen in the Bellevue Hospital, New York. During that time all sorts of methods of treatment were used, many of them apparently of great service, but few of them actually proved to be of value in shortening the duration of the disease.

Cutting the Toll.

Following the discovery that the streptococcus associated with scarlet fever elaborated toxin and that an anti-toxin could be prepared against this poison, some discoveries were made relating to the streptococcus that causes erysipelas.

An anti-toxin has been prepared which seems to have remarkable effects in controlling the disease. In a recent series of 131 cases, the length of stay of patients in the hospital treated by this method was reduced more than 53 per cent over the length of stay of patients treated by other methods.

Eighty-five and six-tenths per cent of cases of erysipelas of the face were cured in from three to seven days.

In a series of 92 cases of erysipelas of the face treated without the anti-toxin during the same period in 1926 only 53 per cent were cured in from two to seven days; about 50 per cent required from eight to 18 days.

Body Attacks.

In cases of erysipelas affecting the body, 60 per cent were cured in from three to seven days, 50 per cent in from eight to 15 days, with a mortality of 10 per cent; of 15 cases of erysipelas of the body treated without anti-toxin during the corresponding period of 1926, 46.6 per cent were cured in from seven to 15 days and 13.3 per cent in from 25 to 58 days, the mortality being 40 per cent.

Unquestionably, therefore, the anti-toxin treatment of erysipelas is a great advance for the control of this disease. Unfortunately, the use of the anti-toxin has not been shown to confer immunity to erysipelas, but its effects in shortening the duration of the disease and in saving life constitute another of the striking discoveries of modern medicine for human health and safety.

The Pope has granted Cardinal Billot's petition requesting permission to resign his cardinalship on account of old age and his desire to retire into private life "in order to prepare himself for a good death." The Cardinal is 81.

THE PROBLEM OF OLD AGE.

CRITICISMS OF VORONOFF OPERATION.

EFFECT NOT PERMANENT.

Budapest: Professor Voronoff's lecture during the Zoological Congress has aroused so much controversy that the "Pesti Hirlap" has asked Professor Boris Sokoloff, Director of the Cancer-Research Institute in Prague and Nice, to state his opinion as to the permanent value of the "Voronoff operation."

In Professor Voronoff's opinion old age is the consequence of the exhaustion of the glands, but if this is the case, says Professor Sokoloff, why is the rejuvenation brought about by the transplantation of glands only of temporary duration? Some scientists believe that this is due to Professor Voronoff's inadequate surgical technique. The biologists are sceptical about the operation, which has been attempted by others before. Professor Voronoff, as they declare that the operation can only be successful when the gland is taken from a creature of the same species as that into which it will be transplanted. Thus it has been proved that the transplantation of a gland from a white mouse into a grey mouse is completely successful, whereas the transplantation of a mouse's gland into a rat is not. When the gland is transplanted from a different species the law of the blood comes into force and the alien gland becomes absorbed away in a short time; and this is what has generally occurred in the operations of Professor Voronoff. A positive success can only be hoped for when glands are transplanted from one human being to another. The biologists consider that Professor Voronoff's logic is at fault in that he disregards this point.

Professor Little, the American scientist, declares that the glands of the body form a chain, each link of which reacts on another, so that the transplantation of one gland (as in the Voronoff operation) cannot permanently prevent the ageing of the whole organism.

The late Professor Metschnikoff, whose last years were given up to the study of old age, has stated that arterio-sclerosis is first caused by the chalking of the inner secretion glands which follows chronic intestinal poisoning. The greater part of civilised mankind is suffering from abnormal fermentation of the intestines caused by coli bacteria. After many experiments Professor Metschnikoff discovered that the bacillus obtained from sour milk was the most effective in restraining this bacillus, but that sour milk alone produced little result, whereas the sour milk bacillus absorbed with bananas or potatoes was successful in ridding the intestines of the bacillus. American scientists are working on the lines laid down by Professor Metschnikoff, as the problem of old age is now understood to be intimately connected with the poisoning from chalked organs.

THE GASSING OF BIRDS.

SMOKE BOMBS TO ROUT STARLINGS.

The familiar autumn gatherings of starlings over London's roofs of an evening already are being noticed. In the country the flocks are growing larger daily, and at Merton, North Devon, are a plague against which the use of gas bombs has been suggested, says a Home paper of mail week.

The invasion by the birds of Lord Clinton's estate at Merton and their destruction of young larch trees were described in the press last autumn. They come over the sky in black clouds to their night quarters in an 8-acre plantation which, in consequence of their presence in such vast numbers, has been said to look, as though an attempt had been made to burn it.

The plague has been discussed by Torrington, Devon, Farmers' Union. It was declared that apart from ruining the young trees, the birds contaminate the ground and spread the disease of coccidiosis, which affects poultry, rabbits, and sheep.

It was a local poultry breeder on a large scale, Mr. T. C. Buckland, who advocated the use of gas bombs. A similarly drastic remedy was tried a few years ago by the clerk to the governors of St. Bartholomew's Hospital, when the great flock of starlings in the hospital square kept the patients awake with their evening clamour.

He had some smoke rockets, such as are used for drain-testing, fixed beneath the trees, and in the evening, when the birds had assembled above, the rockets were fired. This was successful, and the starlings migrated to the Temple Gardens.

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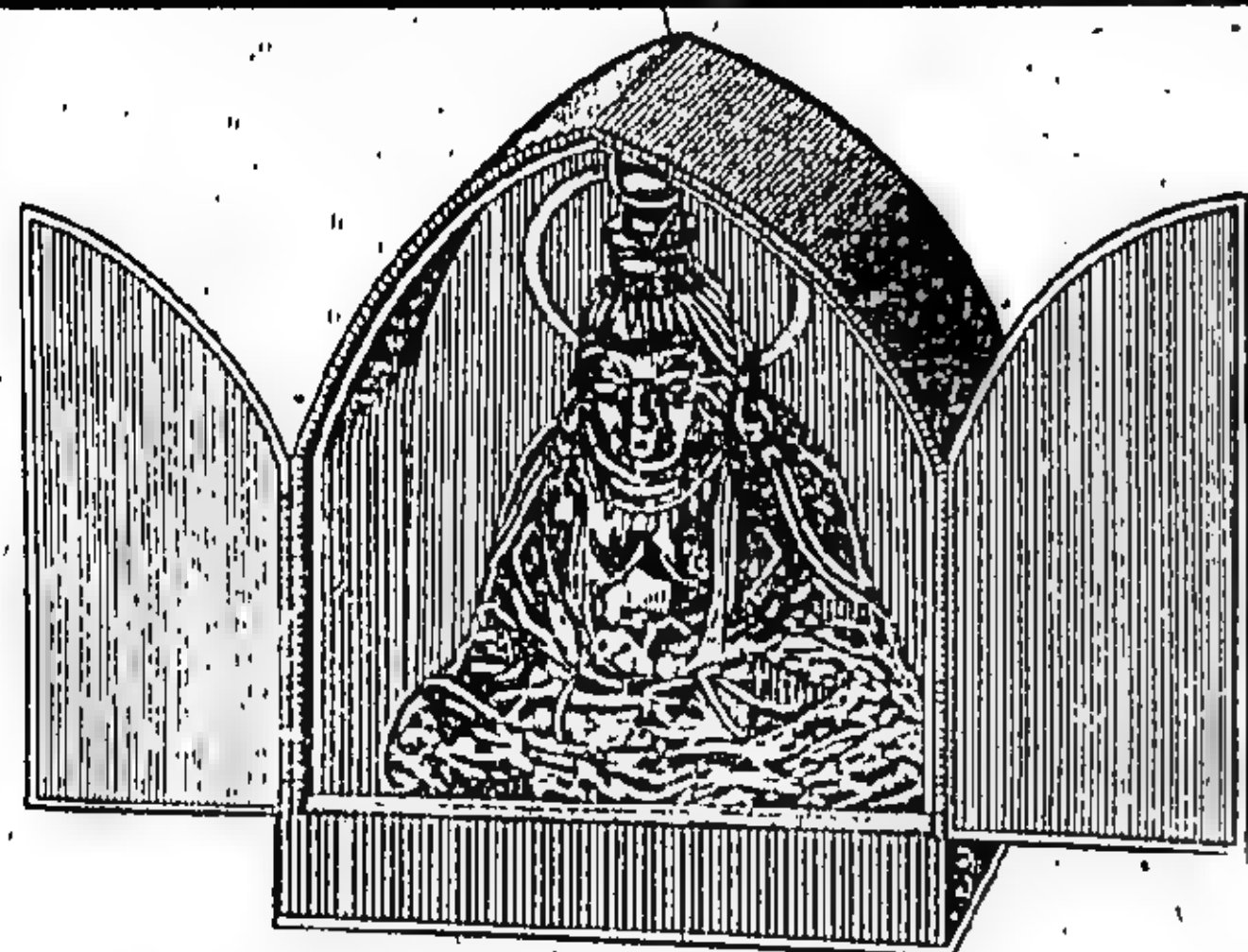
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EUROPEAN ART OF PRESENT DAY.

REVIEW OF A CENTENARY EXHIBITION.

HAMBURG ART ASSOCIATION.

Every work of art is a criticism of the prevailing point of view. This explains the reason why, as a counter to the propensities of a self-satisfied world, secure in the consciousness of its spiritual and material possessions, Impressionism came into being during the last decade of the past century which strives to render negative outward forms of appearance and to project single facts into the sphere of eternal values by enhancing their psychical so to speak immaterial aspect, writes Dr. G. Kurt Johannsen. Expressionism, which came into being shortly before the war and which combatting the transitory movements of futurism, cubism and dadaism still holds its own unimpaired, is of course nothing but the last result, or in other words, the final phase of impressionism, which is practically represented by the whole of the present day generation of artists. Characteristic in this sense is the remark of the English art critic E. S. Ede in a finely conceived essay which he has contributed to the catalogue of the present exhibition in Hamburg: "There has been a breaking away from the making of pictures as a craft in itself, and a development of individual expression which happens to take the form of pictures."

It would be interesting to make an assortment of, to take in a manner of speaking a transverse section through the plastic art of Europe, in order to prove that this "development of individual expression," a great longing for intensification, for being at peace with fate and humanity, exists. Therefore it did not appear so daring that the enterprising Hamburg Art Association which during its now hundred years' existence has become an important factor in the artistic development of the old Hansa town, should have the temerity to attempt, on the occasion of this centenary celebration, in a large exhibition of more than 400 paintings and sculptures a synopsis of the whole descriptive art of modern Europe.

Purpose Fulfilled.

To come to the point at once: The purpose has been absolutely fulfilled, and there has hardly been an exhibition until now, that has aimed as high as the present one in Hamburg, which has been so comprehensive and so rich in enlightenment. Not all the artists are represented by their best creations, of some one could have wished that more works were exhibited so that one could follow more closely their artistic development, and above all one greatly misses certain masters whose names signify a host in themselves, such as Max Liebermann and Gauguin amongst the Germans, the brothers Maris amongst the Dutch, Gris and the Russians and Zuloaga, the master of colour, amongst the Spaniards. Amongst the English, an artist of the rank of Vanessa Bell is missing, whilst the most prominent representatives of the new school, Duncan Grant and Cedric Morris, a member of the group "Seven and Five" and on the one hand too few pictures on exhibit and on the other the works shown are of no definite value as regards their typical styles. It is fascinating to witness the difference in the conception of the work of just these two last-named artists on the strength of a floral creation, which both have handled, the one reproducing the flowers in tone and colour as something true to nature, finished and full of consummate art, the other carefully striving to catch the soul of the plant, its growth and development and depicting them symbolically, so to speak their vibration and perfume in cognate inspiration. Whence it follows that the exhibited material leads us to the fundamental condition to which the already mentioned H. S. Ede gives expression with the assertion: "In all the work of the young English artists the influence of France cannot be too highly considered—not it has been well assimilated and is no longer a mere pastiche but something very genuinely personal."

For the rest the appearance of letter-day impressionism finds a peculiarly specific affirmation in the works of some few who are typically characteristic of this development. There is first and foremost the Spaniard Pablo Picasso, a painter who is not only one of the most fascinating artists of the present day, and who has prepared the way for a whole school of young painters and sculptors, such as Ismael Gonzalez de la Serna, Juan Gris, Jose de Togores and the delicate minded sculptor Pablo Garallo, but who by reason of the elasticity of his genius and with his great facility in drawing and painting

represents in himself a compendium of all styles and phases of the three last decades. Whilst his "Arlésienne" his "Hercule" are full of the crassest futurism, his plastic "Pierrot" is an imperishable monument of noblest profundity, and the pictures "Mother and Child" and "The Woman in the blue Veil," are so fine in design and colouring that they are worthy to be classed with the pictures of the latter Renaissance and one feels irresistibly tempted to comparisons with Mantegna and Andrea del Sarto.

Some Exponents.

No less strong an impression is made by works by Gauguin, Cezanne, van Gogh, the great triumvirate of impressionism, in juxtaposition to whom we have Renoir, Toulouse-Lautrec, as depic- tions of a more profoundly sensuous joy and suffering but also Masereel and the "forest" Barlach, perhaps the best modern German sculptors. To these must be added Ferdinand Hodler and Albert Kohler, both Swiss and also the Norwegian Edvard Munch. A symphony of the joy of life and closely bound up in nature is the picture by the Italian Chirico "La joie soudaine" which represents two horses bathed in sunshine on the sea-shore, rushing in opposite directions.

Such pictures as "Badende Frauen" (Women bathing) or "Das Ehepaar am Fenster" (The couple at the window) by the German Karl Hofer, appear to the beholder more intimately interwoven with the cosmos in a dreamlike fashion, and the picture of a young girl by the Hamburg artist Eduard Hopf which in spite of exaggerated feeling is still kept within the bounds of beauty, is fascinating in its severe purity which renders it a product of charming Gothic asceticism. The overwhelming composition "Die roten Pferde" (The red horses) by the youthful Franz Mare, who fell in the war, the portrait-painting of a George Grosz, the sculpture of de Fiori, a self elected German, Lehmbruck, Hodgers and Scharfs especially the portrait-mask of president Hindenburg by the last named, of which the smallest detail is full of understanding compendium admiration by their vast artistic inspiration and achievements, whilst on the other hand sculptures such as "The Cat" by Richard Haizmann of Hamburg or "The Kiss" or "The Hunt" by the Frenchman Brancusi merely induce a smile at so much precocious amateurism. Such a serious exhibition, which on the merits of its organization claims to be an aeropod of modern creative art should, now that futurism has been finally done away with, not be available for such experiments. Quite overwhelming on the other hand is the fascinating charm of the small figures exhibited by the Berlin artist Renee Sintenis, which bear witness to the noblest humanity.

Present Day Artists.

Lack of space precludes an exhaustive survey of such a full of beauty. Only one thing that must yet be mentioned. It is not surprising that at an exhibition inaugurated by the Hamburg Art Association a special place should have been assigned to present-day Hamburg artists. And here one observes an exceptionally high level. Here we see, just to mention a few of the most distinguished representatives of this circle, besides the already named Eduard Hopf, the quiet Anita Ree, whose pictures are a synthesis of tender womanhood and masculine strength, there we see Ivo Hauptmann, the son of the German prince of poets and winner of the Nobel prize, with a finely thought-out still-life and a meadow landscape. Otto Rodewald exhibits the portrait of a woman, which is surprisingly fine in its technique and conception, and the bust of an octogenarian as well as that of the mayor Dr. Melle by Friedrich Wield are masterpieces of the plastic art of portraiture, just as the charming groups of bears by Hans Ruwoldt are the delight of all beholders.

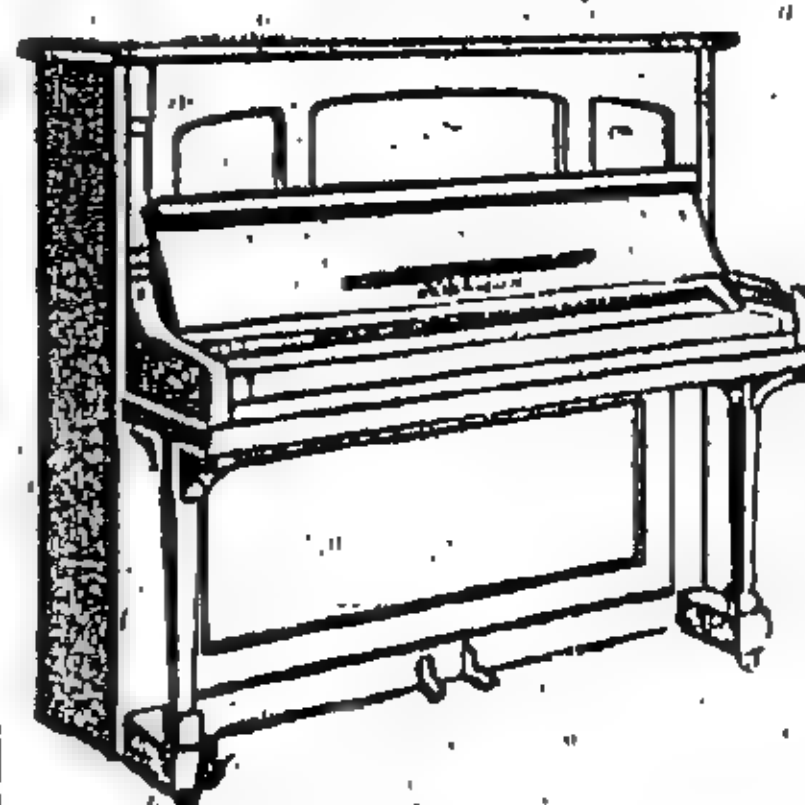
A superficial survey of the exhibition in the Hamburg Art Gallery having revealed both the overwhelmingly rich store and the high level of what is shown one can come to the conclusion: that the object of the Hamburg Centenary Exhibition has been accomplished, a synopsis of the present condition of modern European art has been given, a transverse section taken through the psychical inspiration of all the European nations in their leading spirits in the field of art. And this conclusion also includes the result which such an exhibition will and can attain: the way is prepared for mutual understanding, the hand of brotherhood extended east and west, and what the Hamburg Art Association has here accomplished is the highest form of culture for the benefit of all humanity.

The lorry ploughed through the animals, and the road resembled a shambles. The vehicle overturned. The driver, a young Londoner named Bennett, was thrown out but was not hurt. The sheep, which were on their way from a sale at Melton Mowbray, belonged to various local farmers.

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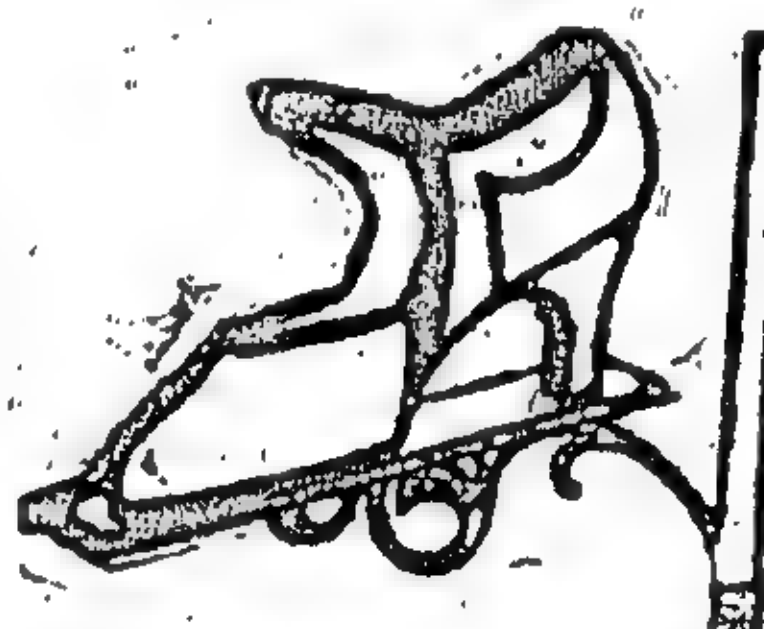
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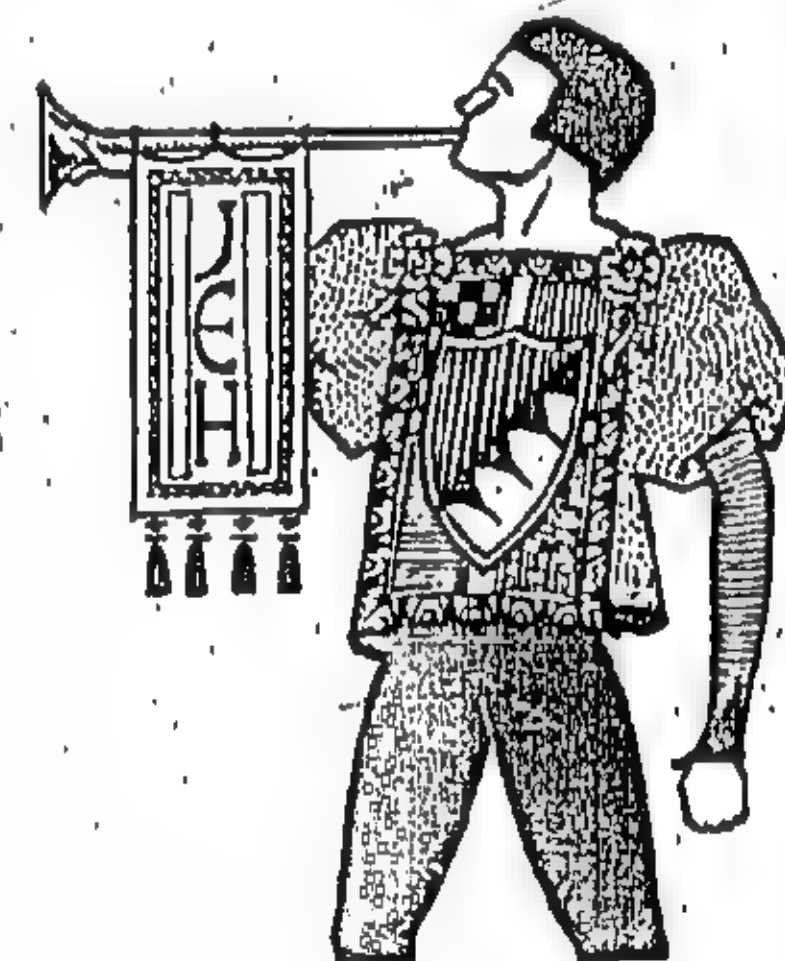
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WOMAN'S WORLD



THOSE ELUSIVE KNEES.

THE IMPORTANCE OF THE UNEVEN HEM LINE.

Knees are still in the fore front of fashion. Half hidden, or showing from one view only they are more attractive than when boldly displayed except on the very young and graceful.

"Chic" or Discretion.

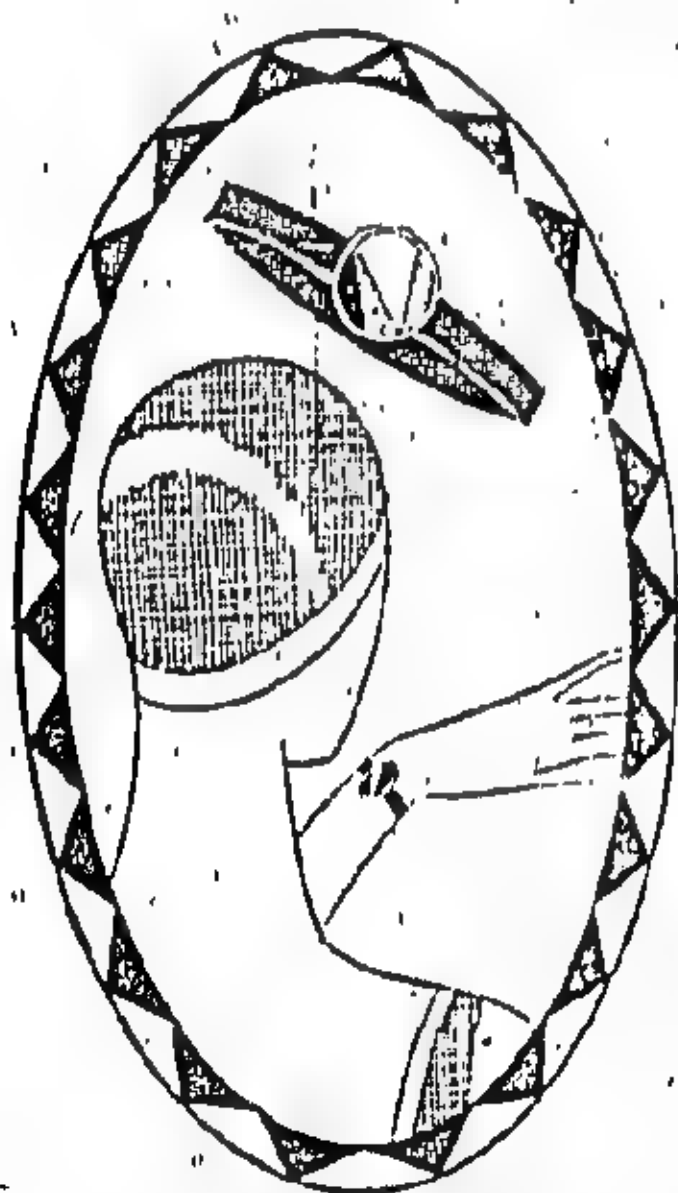
How high may the hemline mount with discretion, or a more important consideration, with chic? It depends, fair lady, on yourself; on your taste, your figure and your countenance. If you are a *jeune fille*, slender and sylph-like, you may wear your skirts so short that they show the knee caps. Otherwise you will be better dressed if they fall to just below your knees for sports, morning or smart afternoon wear. The evening mode allows for so many hints and compromises on the subject of knees that it is impossible to lay down any rule. Older women, or those whose "understandings" have been modelled by nature in a rather generous mood, may venture to add at least two inches more below the knee without a sacrifice of *chic* to discretion.

Uneven Hem Line.

A kindly compromise has been designed by those responsible for our clothes for any who feel that the very brief skirt is only for those whose lives have been heavily as short. The uneven hemline has a very definite place to-day in the mode, and it can be very charming if it is used with taste and skill. Many of the new evening dress especially those on *robe de style* or picture lines are quite long, often ankle length and cut up to show either one or both knees in the front. The one knee only style, where the greatest length is generally on the left hip, is the latest version of this mode which was introduced by Lavin and has become very popular.

Flares, pleats, cascades and godets are all used to achieve the uneven hem line, and to soften the effect of the very brief skirt. Especially when sitting down these longer sections lend an air of graciousness which is very acceptable at the moment; and they are invariably more becoming to older women than the skimpy, above-the-knee, skirts which look so charming on the very young.

WATERPROOF.



A waterproof sports mirror is an essential and practical accessory to milady's bathing costume. It is attached to a rubber bracelet in all colours.

ITEMS FOR THE HOUSE.

English-made hand-wrought pewter is being used for many things, which are useful as well as beautiful in design. The pewter is quite bright, and each piece is hammered by hand. This metal requires no cleaning beyond ordinary washing. It keeps its brightness, too—in fact, this improves with age.

In addition to tea and coffee services in different designs and sizes, there are many tankards made of this pewter, as well as candlesticks, trays, napkin rings, bowls, inkstands, and ashtrays.

Effective Table Decoration.

A new idea in table decoration concerns a tree of twisted pewter or bronze from which hang many oranges of normal size, while perched in the branches is a gorgeous parrot, made of silk with vivid bands which glow when the light is turned on. You may have an owl if you like this better.

CHILDREN AND ANIMALS.

THE PART PLAYED BY PETS IN CHILD EDUCATION.

The world inhabited by children and animals is very different to that known by adults. Its business is purely physical, growth, food, exercise and play; money, giving and money spending have no part in it.

The Nursery Library.

Most of the well loved nursery books deal with the real or imaginary adventures of the animal kingdom, from "Mother Goose" and "The Three Bears," to Kipling's "Jungle Books," "Black Beauty," and the tales of Seaton Thomson. Fairy stories too of all nations have as many animal as human characters. But the true, the half true, and the wholly fantastic animal stories all exert an equal charm over the child mind. The "Slum kitten," "Tuss in Boots" and "The cat who walked by himself" are as beloved and as read to nursery folk as the baby sleeping by the fire.

The Power of Children Over Animals.

The extraordinary power which children have over animals is in part due to the attitude of mind induced by these stories which represent animals in a half-human and wholly friendly light, and in part to similarity of interest. The small archer whom one may see in any English village, can herd and scold beasts which are frequently alarming to the more timid of the older, and the stories which are heard of the children of the elephant lines are more wonderful than the adventures of Mowgli himself. Equally amazing is the patience with which dogs and cats will submit to mauling and indignities at the hands of their small owners.

The Value of Animal Stories.

The Kindergarten system recognises this natural affinity between children and animals, and tries to turn it to an educational value by simple lessons in natural history. Much of the work of the S. P. C. A. might be avoided, if parents and teachers the world over were more alive to the moral value of fairy stories, and their natural successors books teaching the habits and lives of the animal kingdom. By establishing feelings of kinship and sympathy between man and beast a great deal of thoughtless and more of deliberate cruelty might be avoided.

The Problem of Domestic Pets.

Domestic Pets present a problem in most households. What they have to offer in return for board and lodging is fairly obvious. Companionship, protection and love, such as are often given by the meaneast cat to even an unworthy master, are by no means all. To the children they give more than that. Living toys are a continual source of interest, and the care of pets, with the small daily attentions which they demand, is an excellent training in unselfishness, and thought for others.

Small Tragedies.

Despite all this there are many homes where the introduction of pets is looked upon with disfavour, and not without reason. The lives of animals, or caged birds, is comparatively short, and small, though often very deeply felt tragedies are of constant occurrence in the households of animals lovers. Again it cannot be denied, that whatever genuine affection a child may feel for its pets, their claims are apt to be forgotten when some fresh excitement fills the mind of the small owner. The tale of little yellow bodies lying on the sand floors of their cages because of one day's neglect must be a long one, and no floods of tears can put the song back in those pitifully opened beaks.

In a Hot Climate.

Here in a sub-tropical climate the keeping of pets presents an even greater problem. An unhealthy animal is a very real danger especially in a house where there are children, and there are very few dogs that are really healthy here. Our very necessary muzzling orders may also lead to tragedy, for partly out of sympathy and more from forgetfulness a child will very often omit putting on the dogs muzzle before letting him out. Even cats are very liable to get vermin infested unless very great care is taken; and, while it is often maintained that these parasites do not attack human beings, I am very sceptical about this.

IDEALS THAT INFLUENCE THE MODE.

THE CHARM OF THE PERIOD DRESS.

Whatever the ideal of womanhood is during any particular period is exemplified in woman's dress. Victorian timidity and shrinking hid behind voluminous crinolines designed to make the wearer appear tiny and fragile. It was not a very successful camouflage in many cases of the strongly marked features of our ancestresses which betrayed their quite "unfeminine" firmness of mind. The Restoration period replaced the sad severe styles of the Puritans, Norman ladies strove to gain an added dignity and courage from their tall headresses, the Greeks who worshipped bodily perfection evolved a style of dress which left the limbs unhindered. But one could extend the list indefinitely, even down to the boyish mode which swept the world as a revolt against the sorrowing feminine hearts left after the dreadful days of war.

But 1927 has brought a very definite reversion to the earlier ideal of womanhood. Once more gracefulness and feminine charm is demanded of us, men have got rather tired of the boyish pal who seemed so fresh and charming a year or so ago. The "Period" frock is quite certainly coming into its own this season, but the designers seem a little uncertain which period best expresses the modern woman. But equally the modern woman is not quite sure herself. There are too many varieties of her, from the cocktail flapper to the hard-headed business woman, and all the shades between, not excepting the band of modern home-keeping women who want to graft the new scientific



A French model in bracken-brown marocain, showing the new decolpe trimming in self material. The deep revers, wide turn-back cuffs and reverse revers on skirt are all last-minute notes.

knowledge of motherhood and house-keeping on to the Victorian tradition of a "lady."

Look at the three frocks which our London artist has sent us this week. The delightful picture gown of green velvet and lace seems undecided whether it has been designed for a Victorian, a Stuart or a quite modern wearer. I think I should prefer the bodice to end with the quaint little *berthe* the line of which is rather spoiled by the modern V-neck which cuts it.

The dinner dress of night blue satin has very obviously been inspired by the Greek fashions, because it follows the natural lines of the body even, having the belt at the normal waist. Such a dress seems typical of our womanhood to-day. There is something of austerity, boyishness, and a great deal of womanly charm about it. The artist has drawn us rather a sadly poetic looking wearer, but I think it would be an admirable gown for a woman who was happy in her home or her business.

The afternoon frock which has been designed for bracken brown marocain seems to hold a hint of the musketeer period in its cuffs and revers. But the fact that lace has been replaced by the new decolpe trimming of the self material marks it as a product of a less gorgeous age. It is the frock for the gallant woman who can light and work without ever losing her femininity, and who knows the importance of beauty and restraint in dress.

TWO CHARMING EVENING GOWNS.



Light green ring velvet materialises the bodice of this charming picture frock. The skirt is a mass of fine lace flounces, with silver threads running through the pattern. Similar lace fashions the quaint little *berthe*, and the centre buckle is in diamonds. Reversible crepe satin, in a rich night blue, shade, is used for the attractive dinner gown on the right; the dull side appearing on the upper bodice and part of the skirt, and the shiny side forming shoulder straps, lower bodice, hip yoke and godets.

An orderly sewing basket or table saves time. Keep thread wound up, mending in one corner, new work another and so on.

Clothes hangers and shoe trees increase the life of their wearers. Care in putting away is worth more than pressing.

Gold and silver lace can be cleaned by brushing with alcohol or gasoline, while laid out carefully on a bath towel.

"SPICED DAINTIES."

THE CORRECT USE OF PERFUME.

The art of perfumery has to-day reached a refinement undreamed of by the ancients. No doubt Cleopatra's costly scents would seem crude and heavy to-day; and although much is written in romantic novels about the heavy and exotic perfumes of the orient, most of us prefer those subtle essences which distinguish the well dressed woman of the west.

A Choice of Perfume.

The correct use of perfumes is no less a sign of breeding and taste nowadays than it was in the Victorian era, when lavender water and eau-de-cologne were the only scents permissible to a lady.

A Part of the Ensemble.

The woman who understands the art of attractiveness is particular about the perfume which she uses. She sees that it expresses her personality and is an essential part of the ensemble of her toilet. She is never guilty of wearing a perfume designed for the evening, out of doors or during the day.

The Use of Several Perfumes.

Now that there is so innumerable a variety of lovely perfumes it is possible to choose the exact requirement for each toilette. There are those scents which suggest themselves for sports clothes, others a little more subtle may be used with an afternoon gown, but the heavier more romantic perfumes belong to the magnificent type of evening toilette and to no other.

One Perfume Only.

Many fastidious women like to use one perfume only and to choose one which shall be individual to themselves. They have everything, soap, powder, bath salts, creams, etc., of the same make and perfume. The obvious difficulty of this plan is the choice of a scent which shall be suitable for all occasions.

"Spikenard and Saffron, Calamus and Cinnamon."

Perfume has played a part in history since the beginning of time. It is older even than man for the flowers depend in part on their sweet scents to attract the insects on whom they rely for fertilization.

The Bible, our earliest historical record, is full of references to perfume; and it has played an integral part in the relationship of man to his fellow man, and to his god, in all lands and ages.

The Greeks considered the anointing of their bodies with perfumed oil an essential of their toilette, and even the most ignorant savages rub themselves with oils and spices on occasions of ceremony.

The Isle of Spices.

It is to perfume that a great part of the discovery of the world is due. Hiram, King of Tyre, sent out his fleet in search of sweet spices; the magnet which drew the men of the west across the sea was the "Island of Spices," and it was to trade in the same valuable commodity that the East India company was formed. Thus indirectly it is to her perfumes that we owe our dominion over India.

The Offering of Perfume.

Not unnaturally, the offering of perfume has seemed an appropriate act of worship among all peoples. The priests of old were anointed with scented oils and incense still used to symbolise the ascent of the prayers of the faithful.

THIS WEEK'S RECIPE.

ARROZ A LA VALENCIANA.

1 young chicken, 4 tomatoes, 1 tablespoon Purico, 1 cup Spanish rice, 4 hard-boiled eggs, 1/2 lb. Spanish sausage, 2 green peppers, 2 small onions, finely chopped, salt and pepper to season.

Cut the chicken into twelve pieces. Put it into a sauce pan with the sausage, pour over it one cupful of hot water and cook for fifteen minutes. Meanwhile melt the Purico in another saucepan, add the chopped onions, and cook, but not brown, for five minutes, then add the green peppers, shredded, cook a few

THE LITTLE ONE WITH FLOWERS.

CHILDREN AND WEDDINGS.

Pictures of wedding groups which include small page boys or flower girls are always particularly charming. Their flowerlike innocent faces seem the appropriate finish to a pageant of triumphant girlhood, and besides the presence of these little people gives a hint of the best gift marriage can give.

A Weary Bride.

But that charming wedding group is not taken without trouble and often worse. Children are generally out of place at a grown up gathering. They need constant attention, and if they are natural children, they are apt to get worn stage fright than either of the two principal parties and display considerably less self control. I remember one wedding photo with two charming roguish little boys seated at the feet of the bride and groom, which is spoiled by the fact that the bride looks tired, has evidently got weary of holding her bouquet at the prettiest angle, and has pushed back her veil. No wonder she began to lose interest in her own appearance, she had posed for three quarters of an hour before the page boys could be persuaded to sit still.

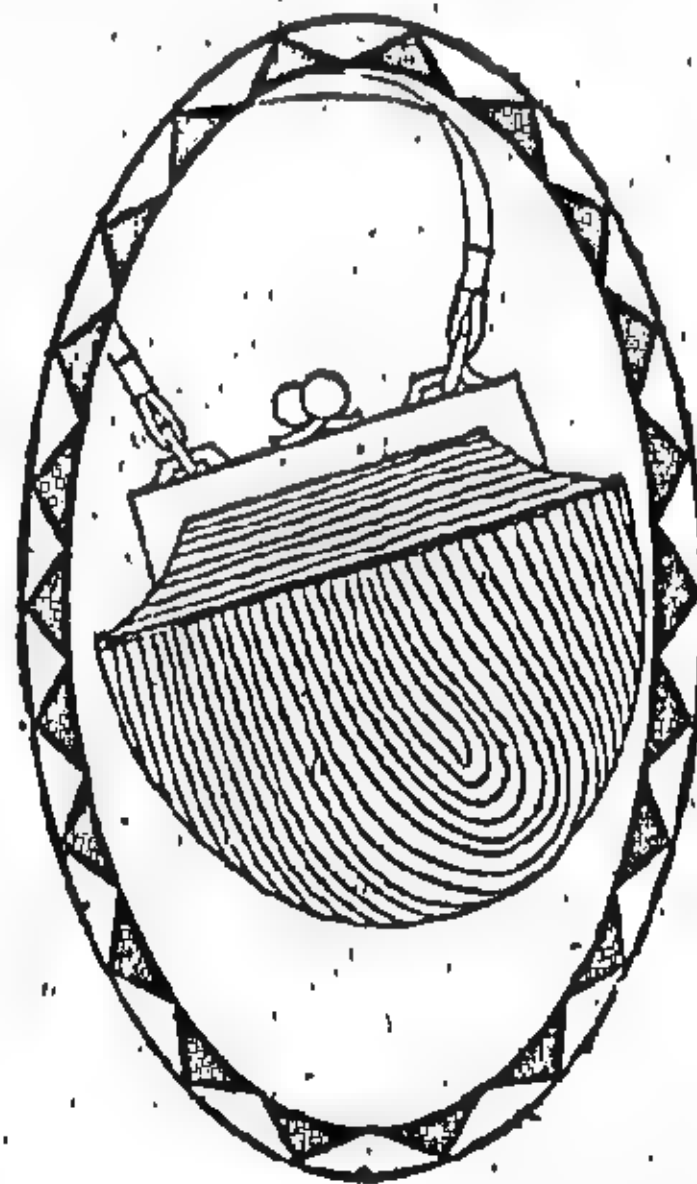
"Isn't She Sweet?"

If the little attendants are attractive children and attractively dressed, they are apt to deflect a good deal of interest from the bride. There is something so adorable about the demure ways of a small child when it feels it is playing an important role, that hardly any woman, or man for that matter, can resist it.

A Dress Rehearsal.

But if the bride has well-loved nieces or nephews whom she wishes to include in her entourage at the altar, she must be very patient and see that they are drilled in their parts. Nothing is prettier than child attendants if all goes well, nothing more wearying to the bride than anxiety about their behaviour. A dress rehearsal is absolutely necessary, in the church if possible, and it is better to risk slightly crumpling the children's dresses than to find them overcome with shyness at

FELT POUCH BAG.



An illustration of the new stitched felt pouch bag—gold hairline stitching on dark brown felt with amber top.

being unusually garbed on the occasion.

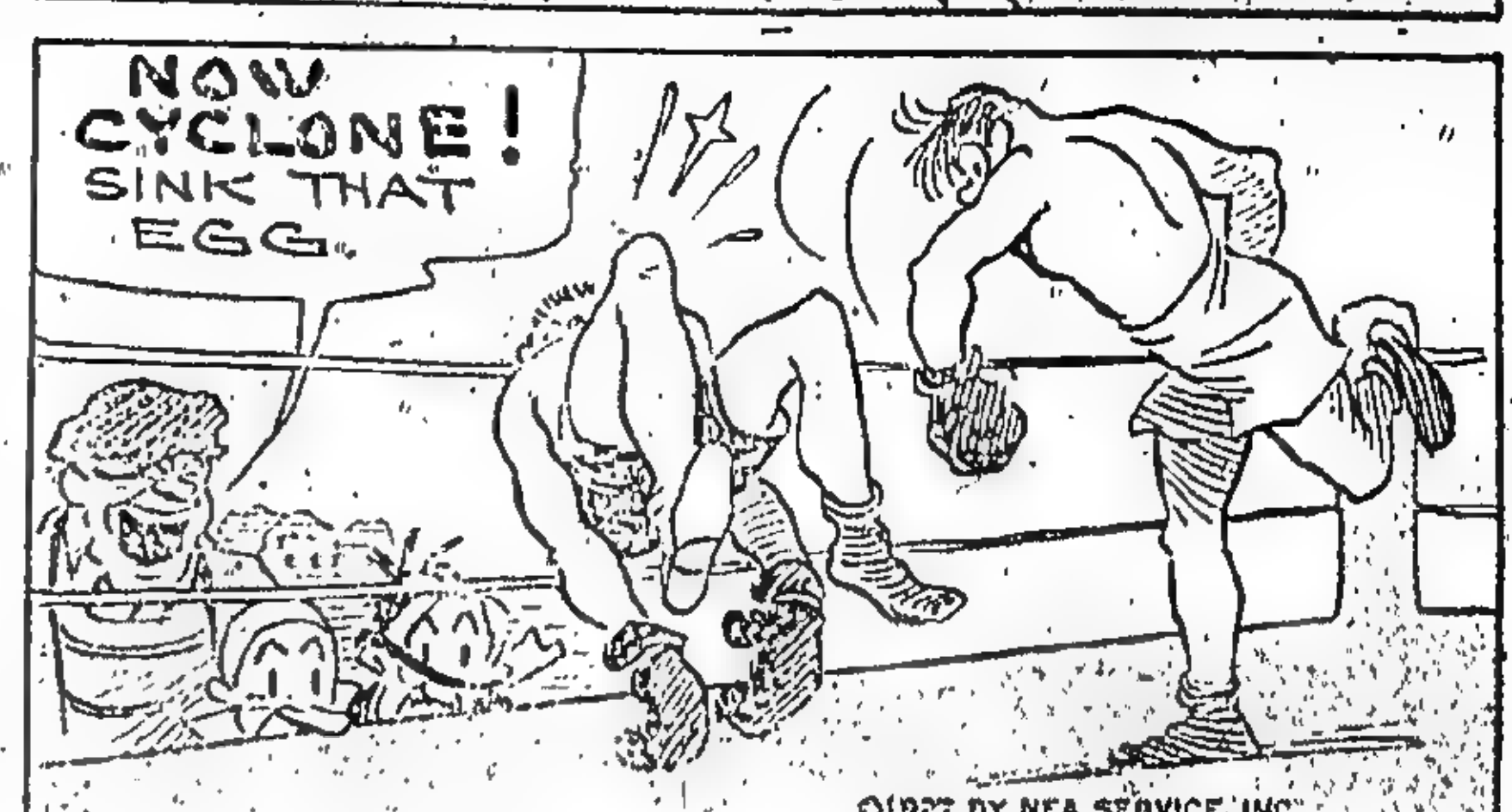
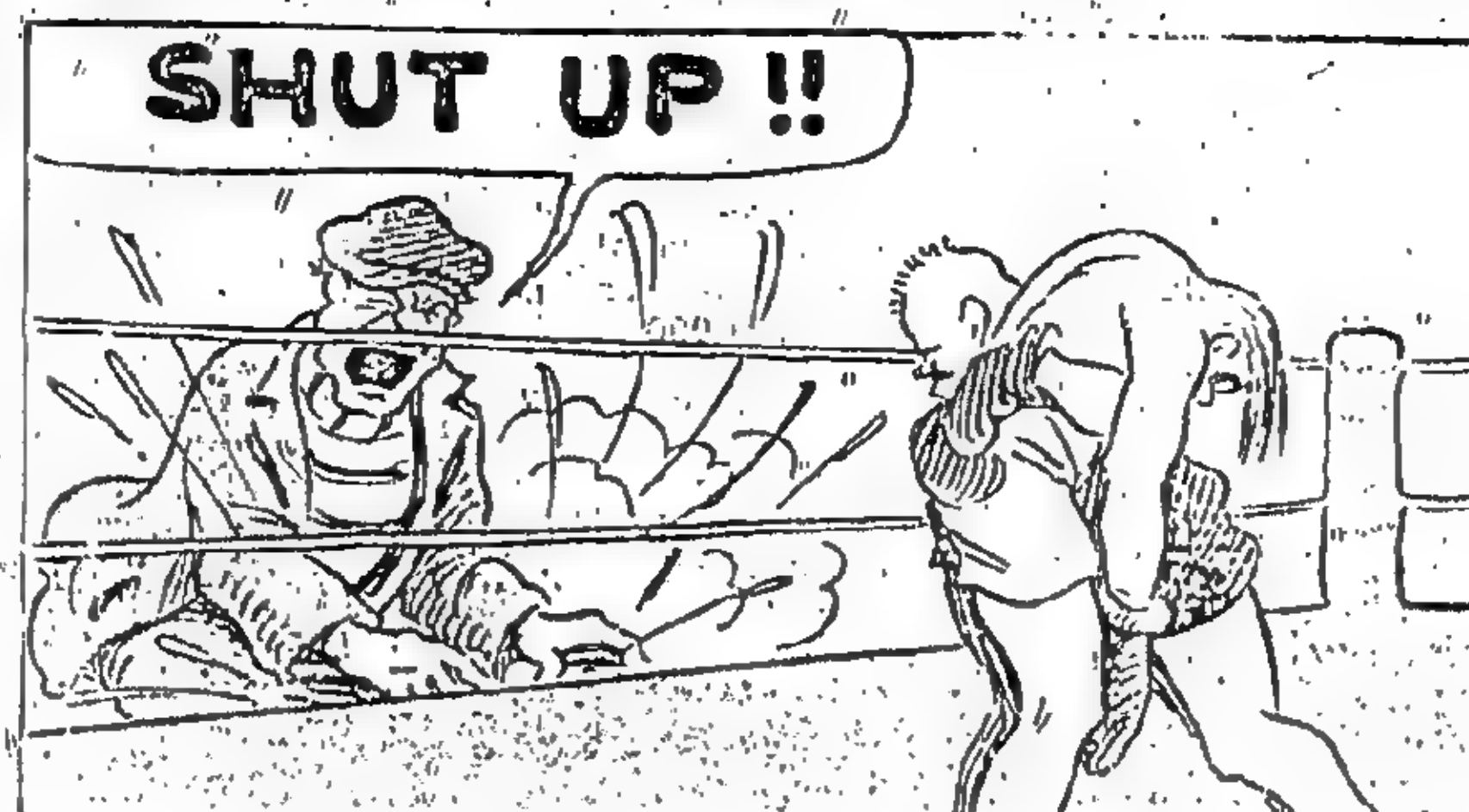
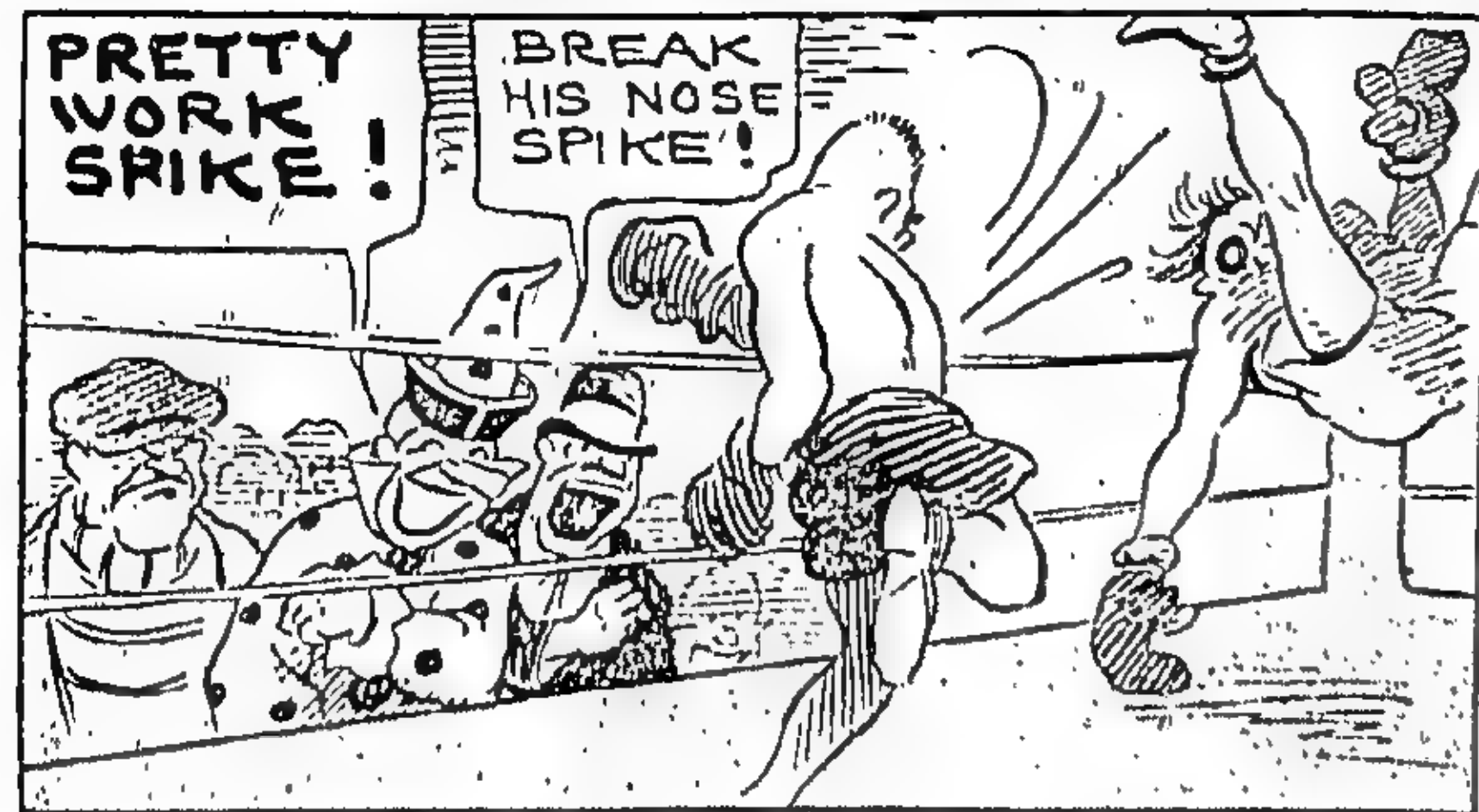
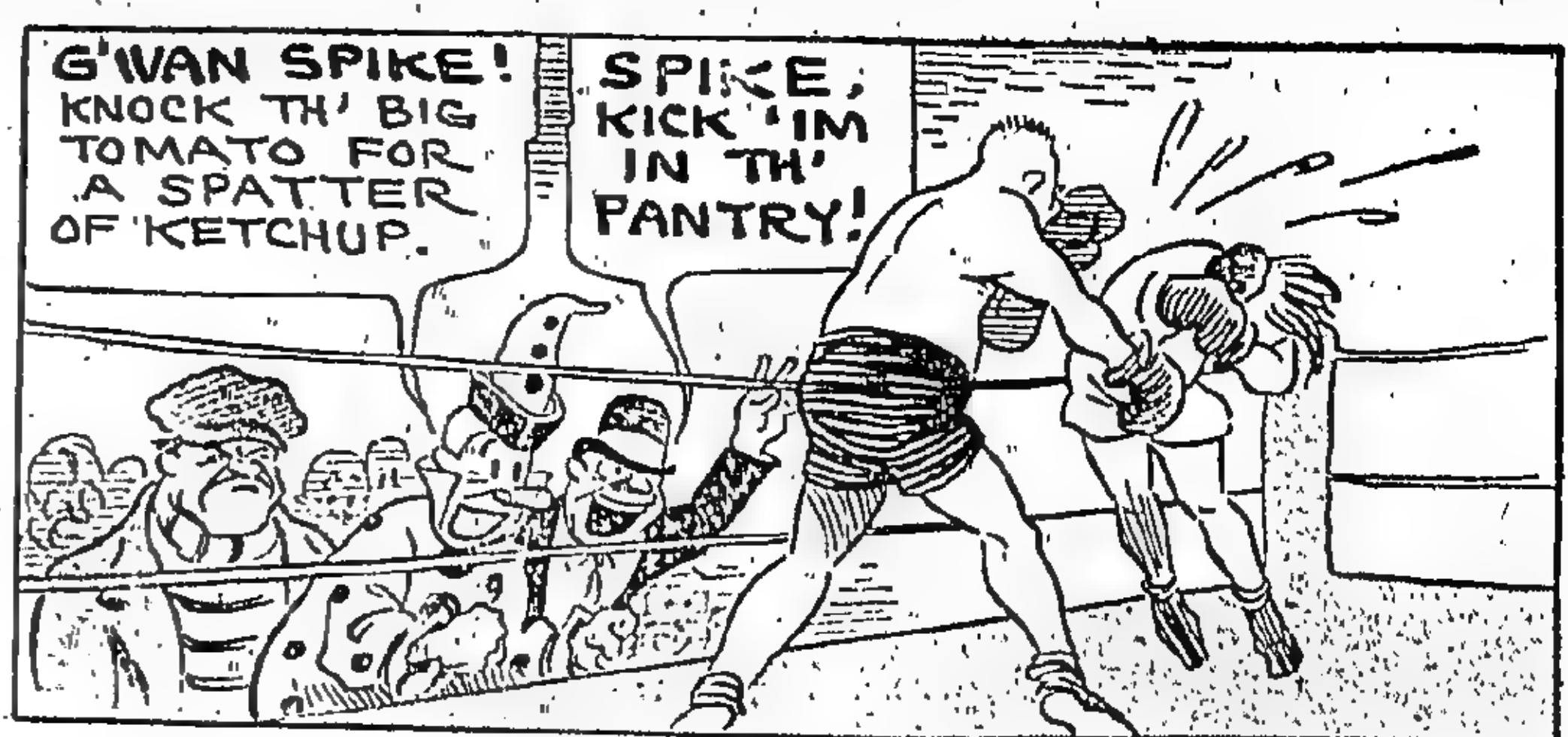
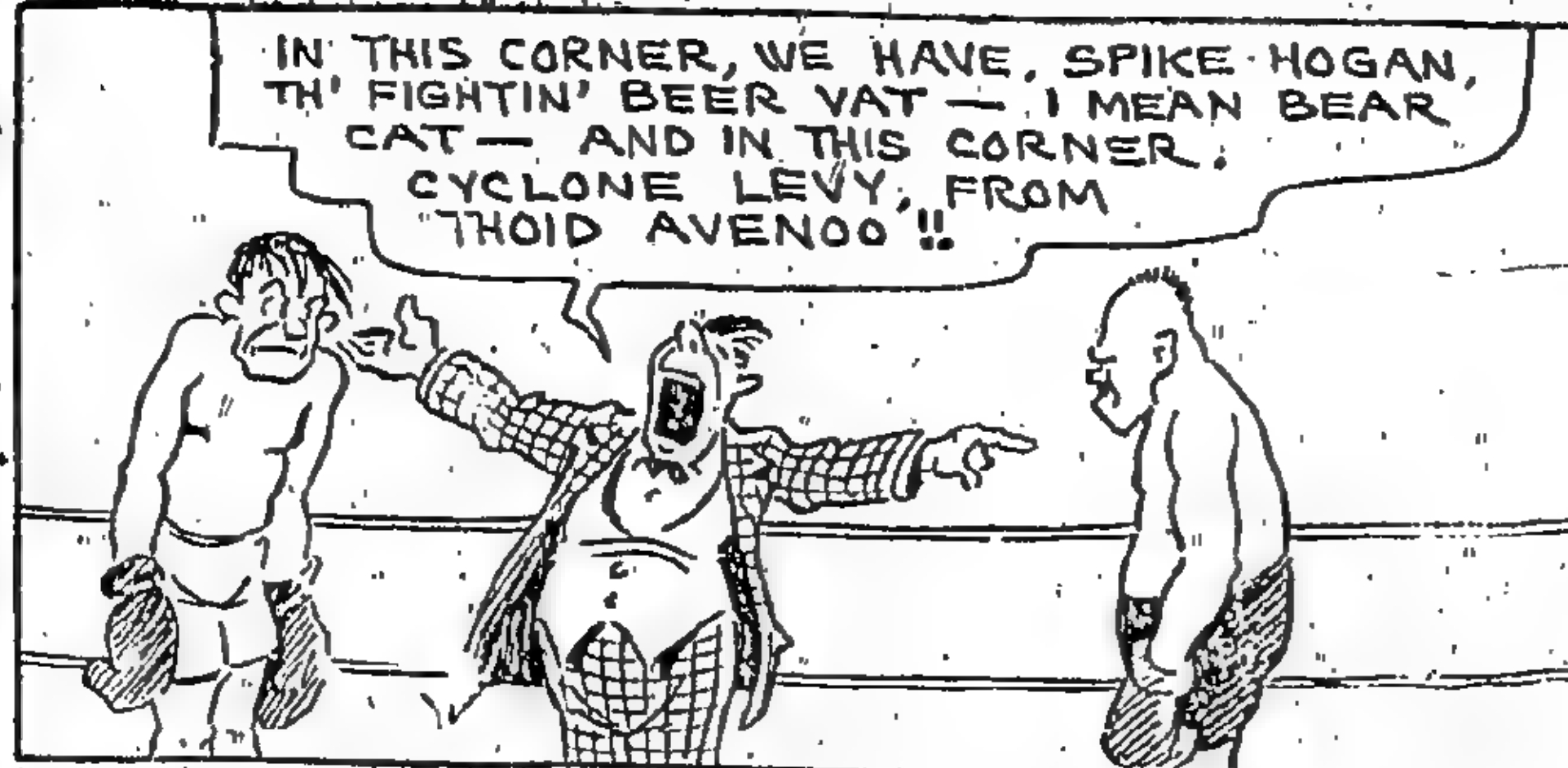
The Safest Age.

Of course a great deal depends on the character of the child. There are children who have at a tender age more social gifts and savoir faire than many adults ever attain, and are able to curb their natural high spirits or timidity on an important occasion. The safest age is generally between five or six and eight years of age. Smaller children are apt to cry suddenly for their mothers or nurses, and older ones to be either pushing or self-conscious.

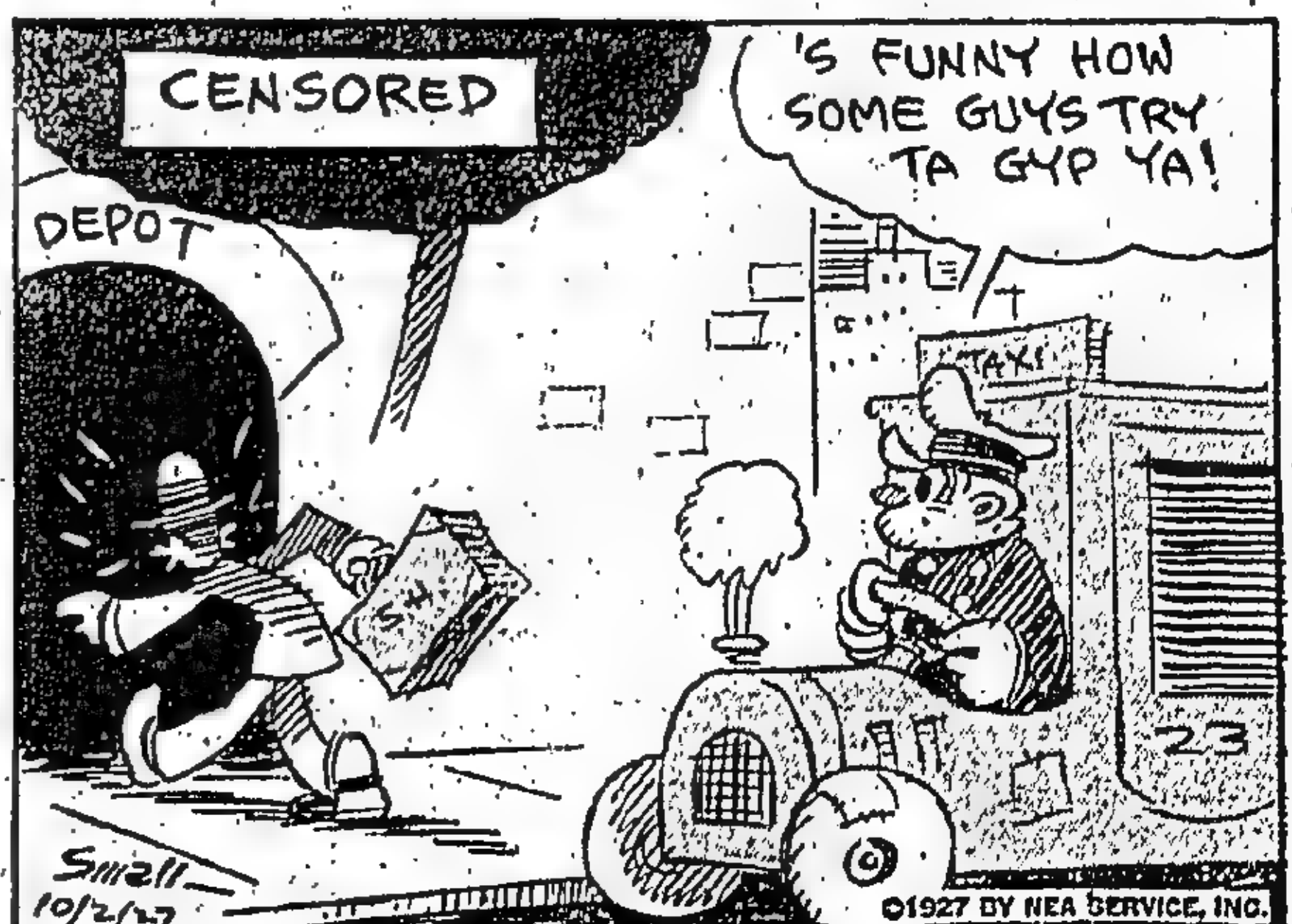
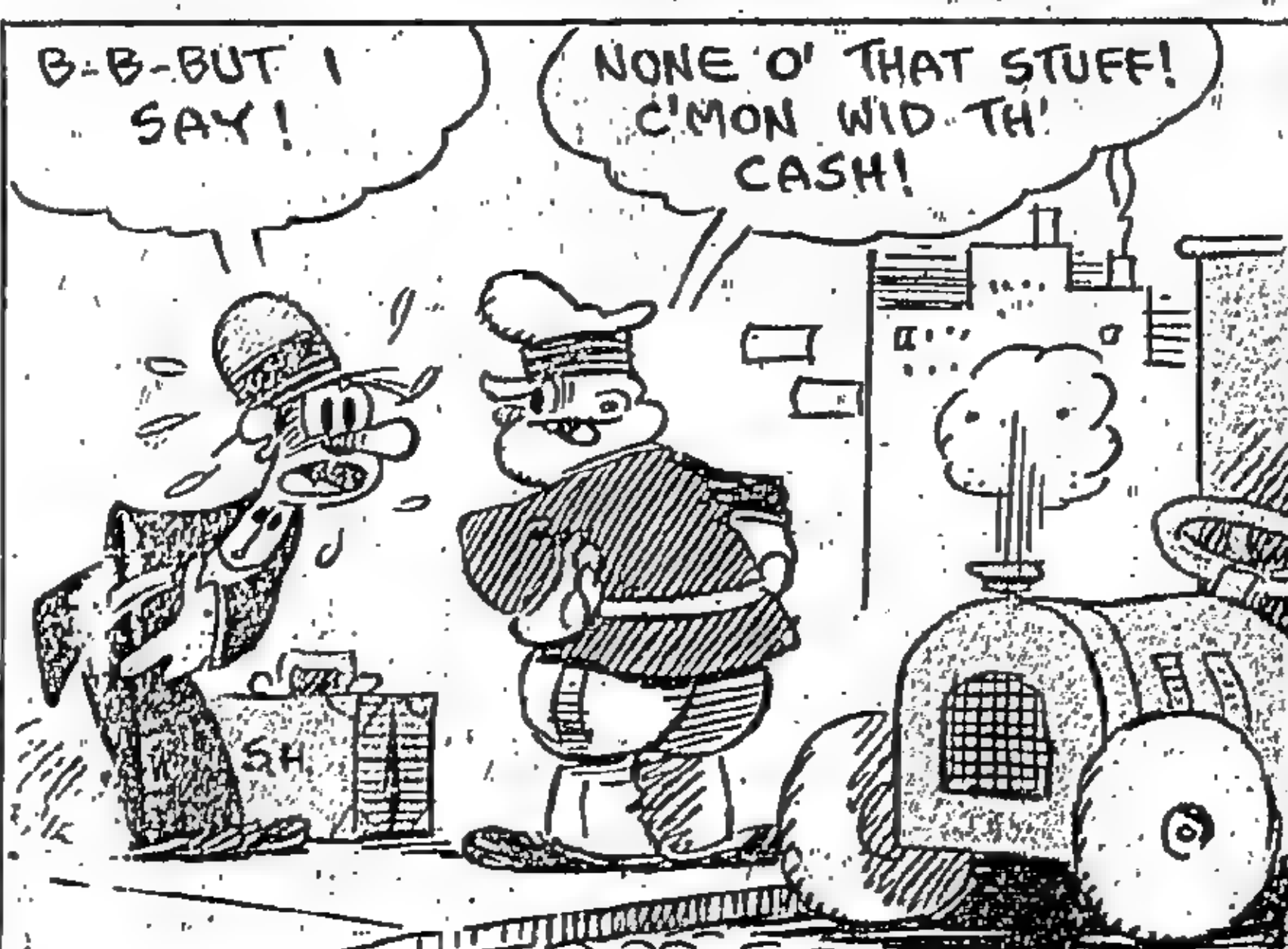
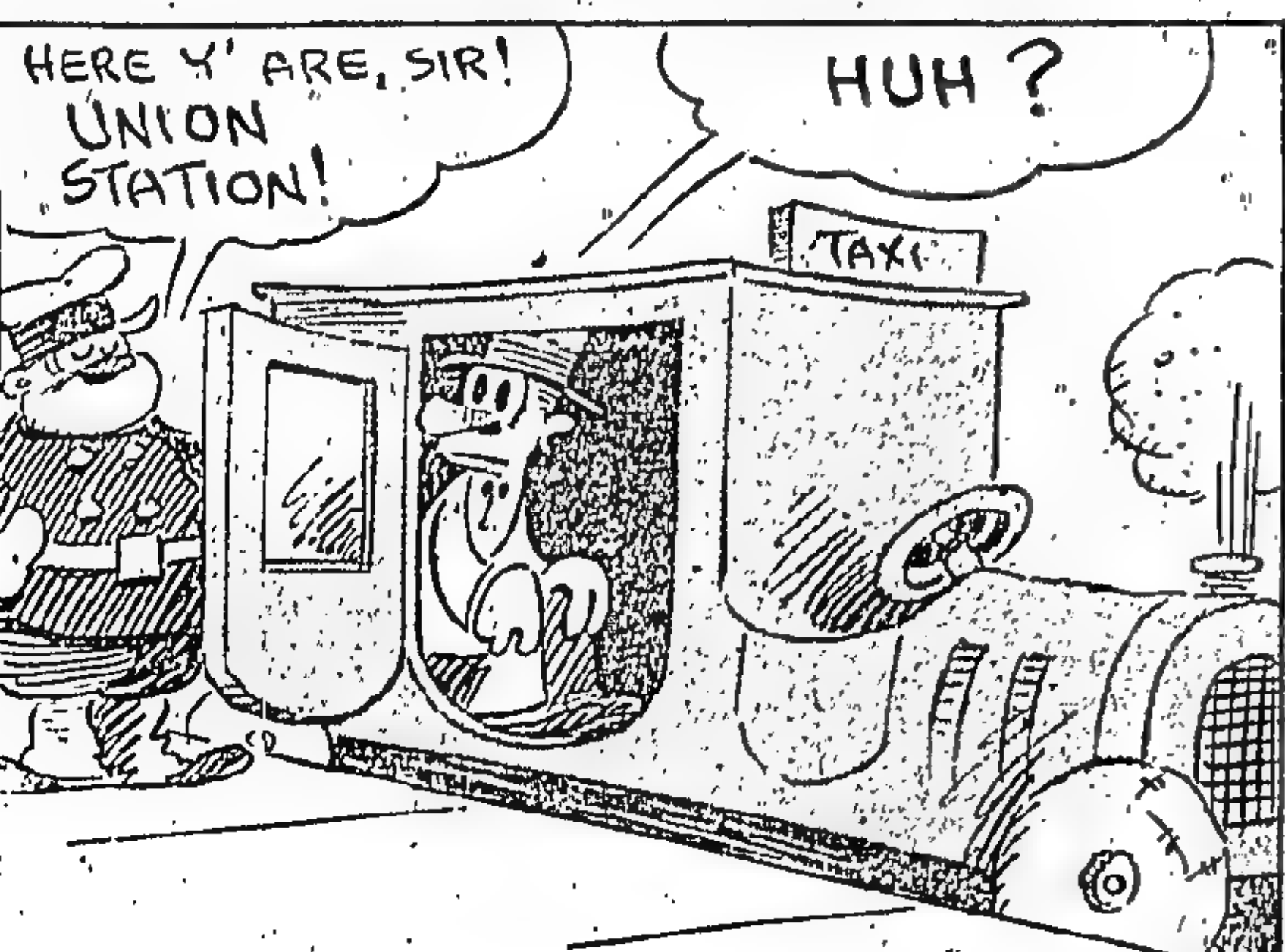
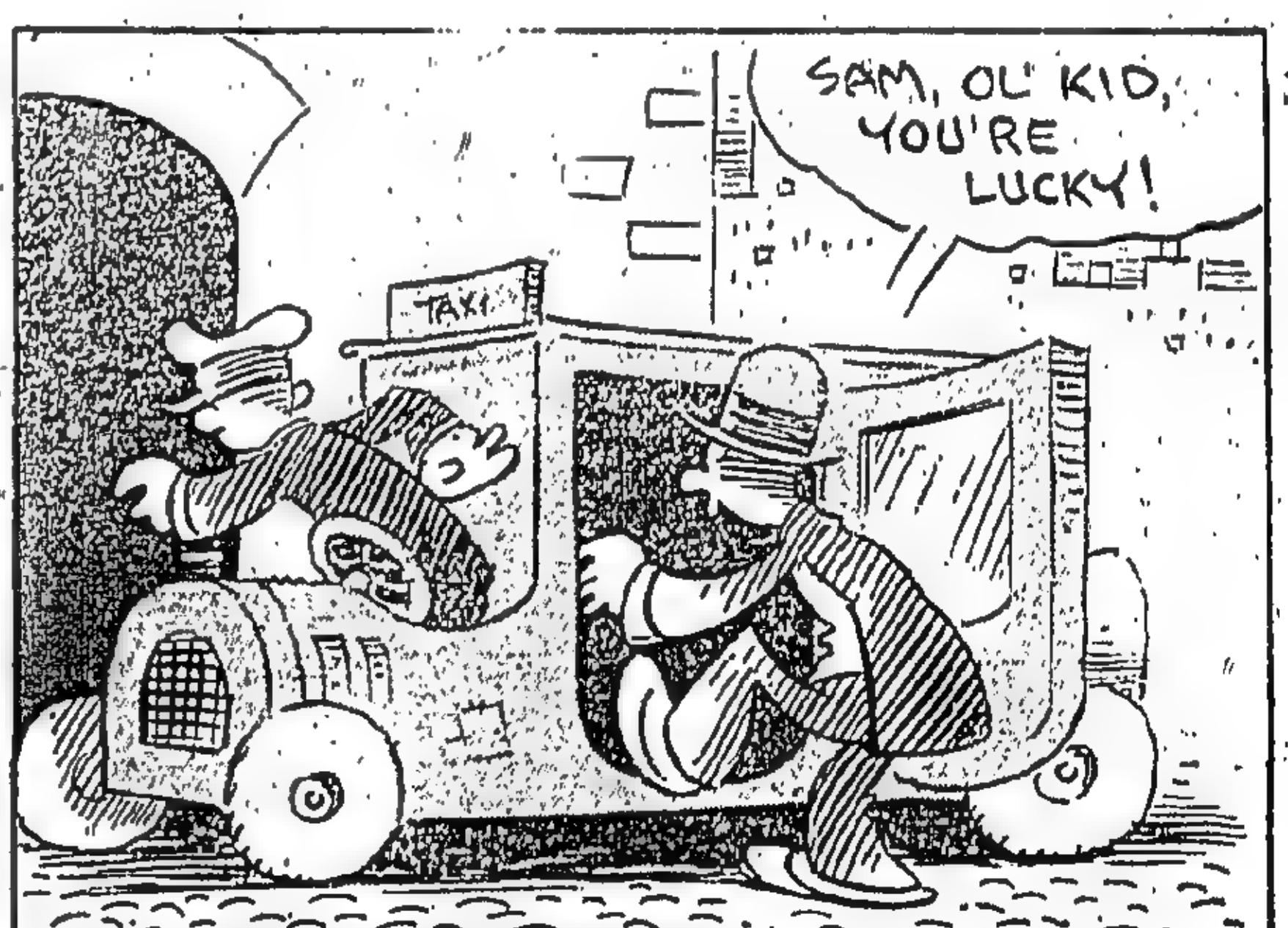
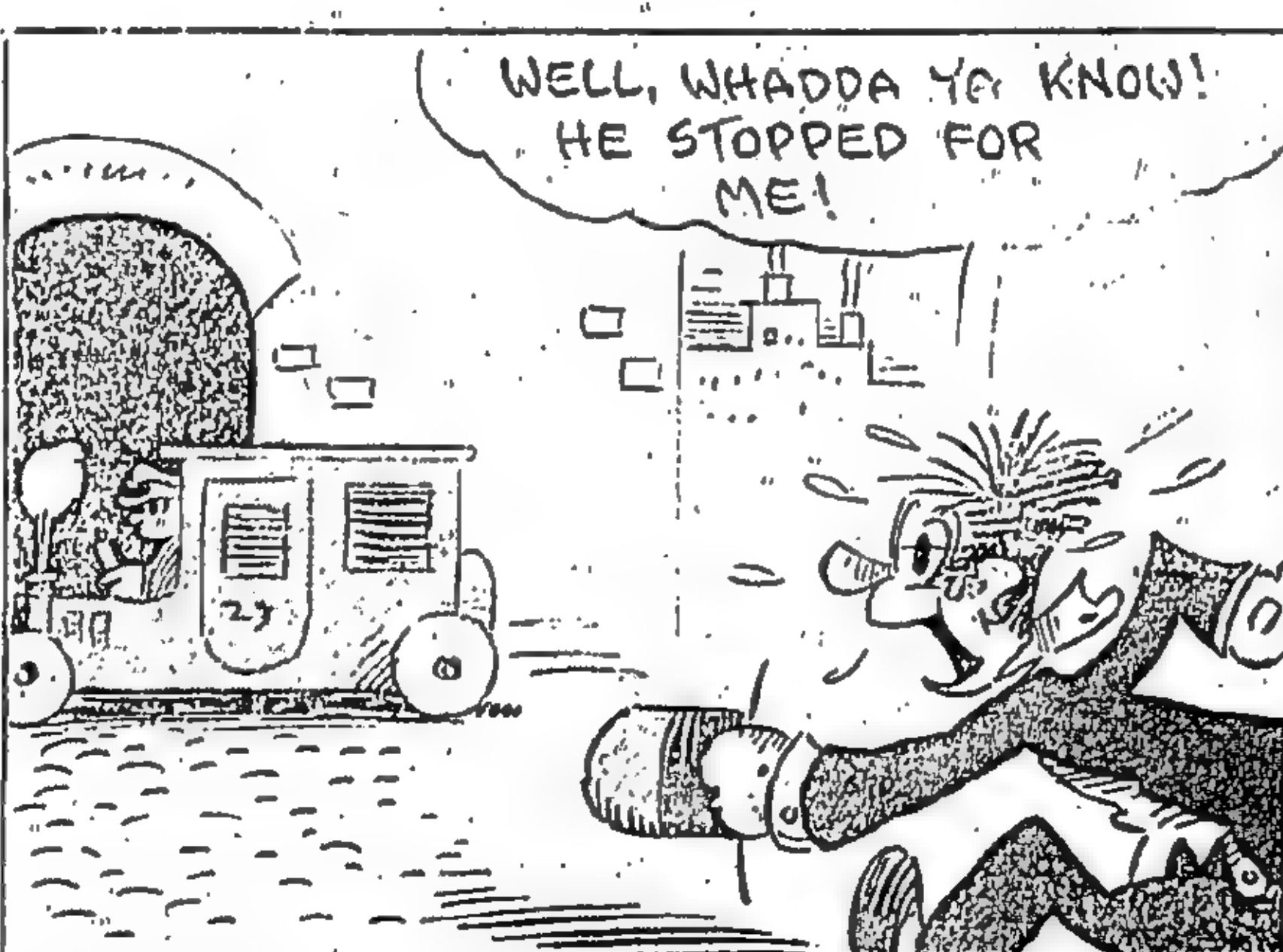
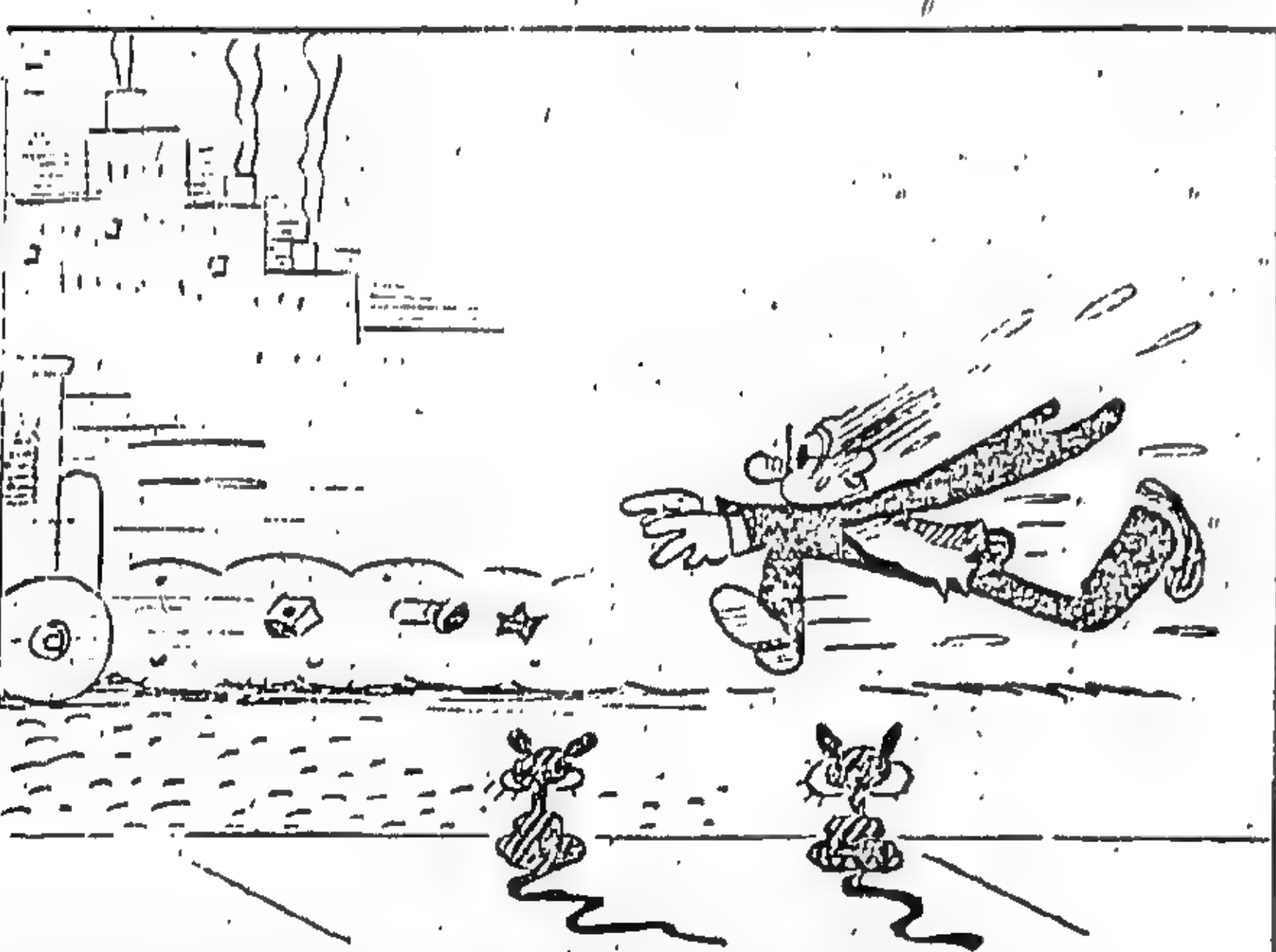
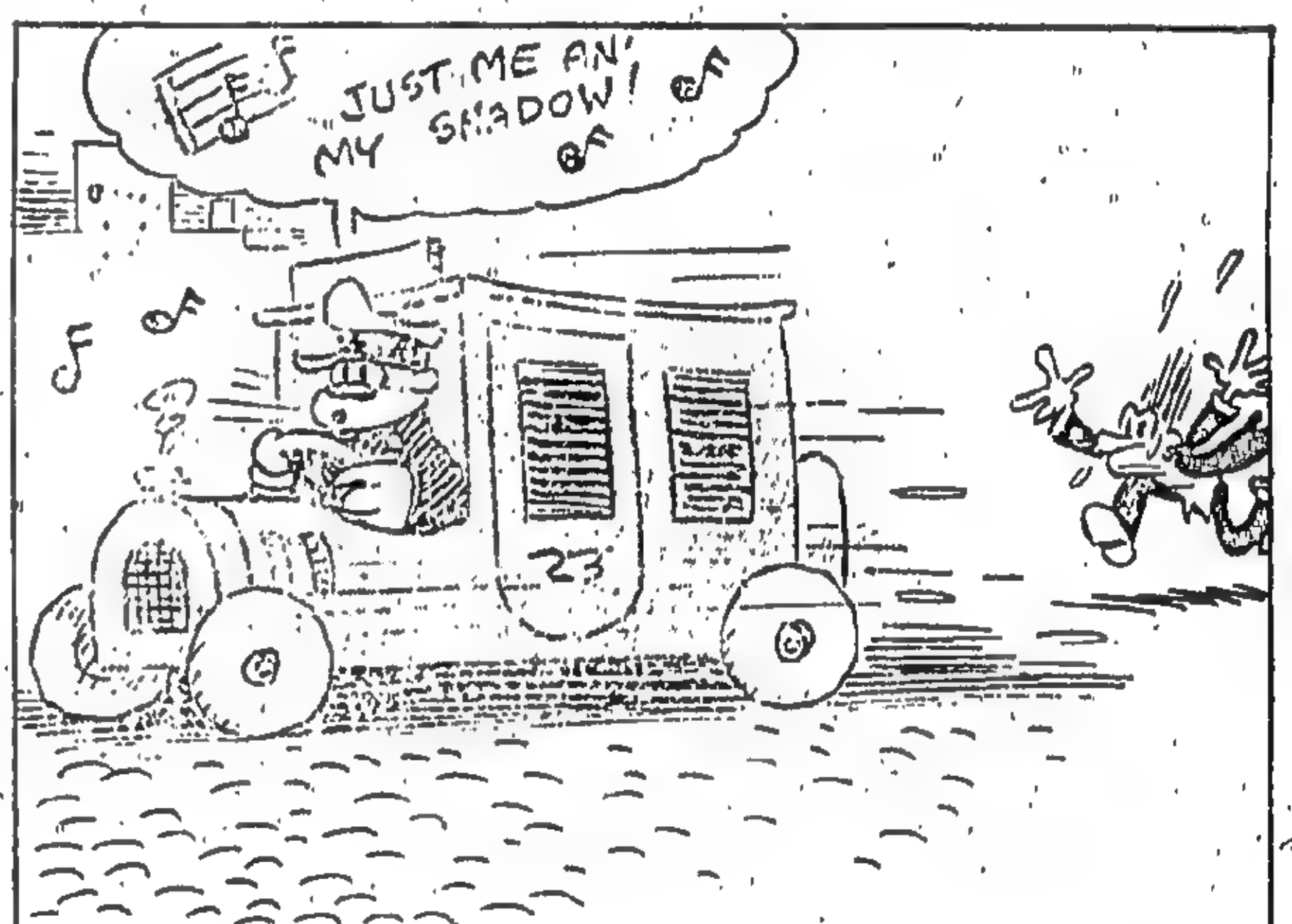
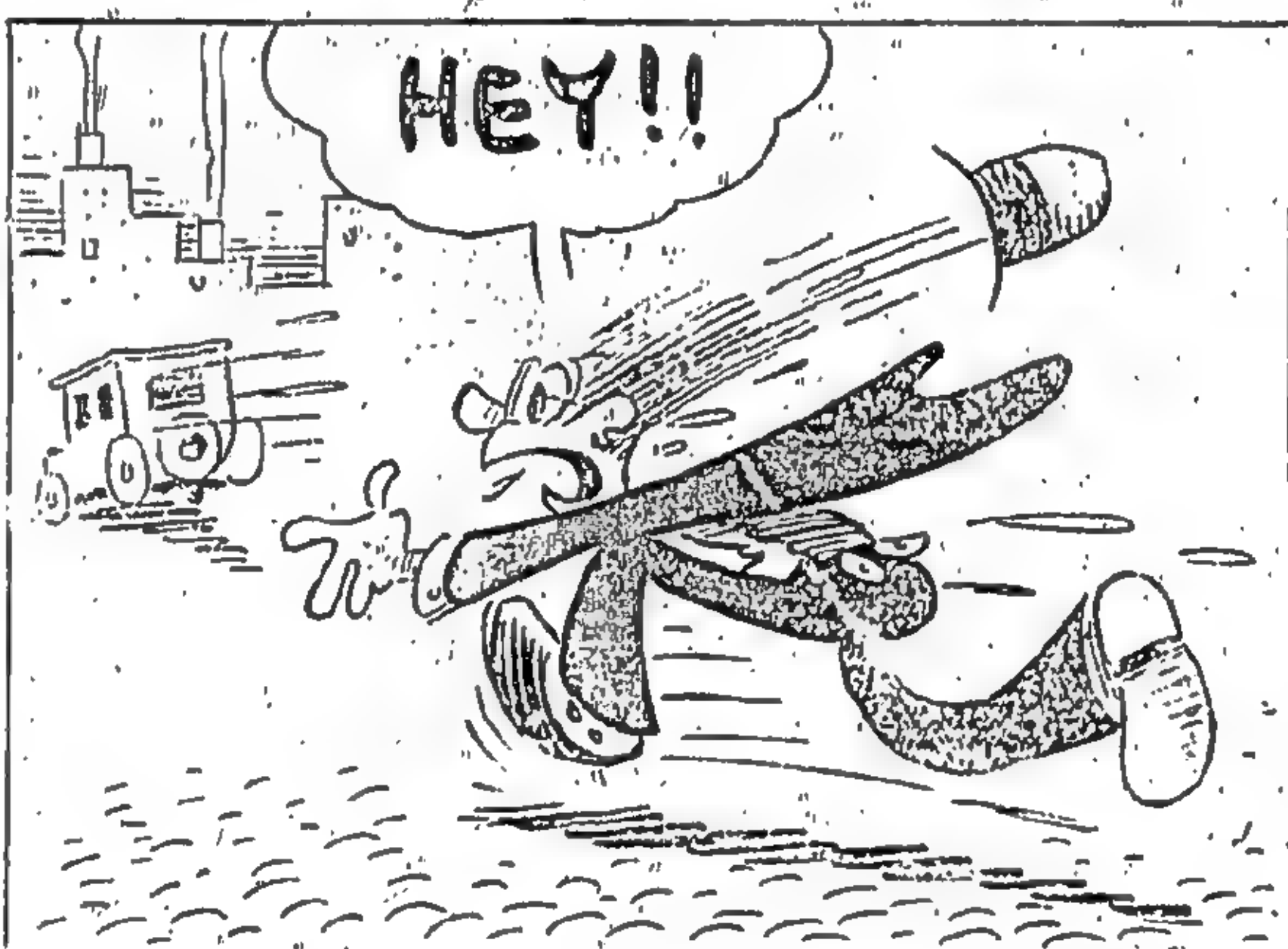
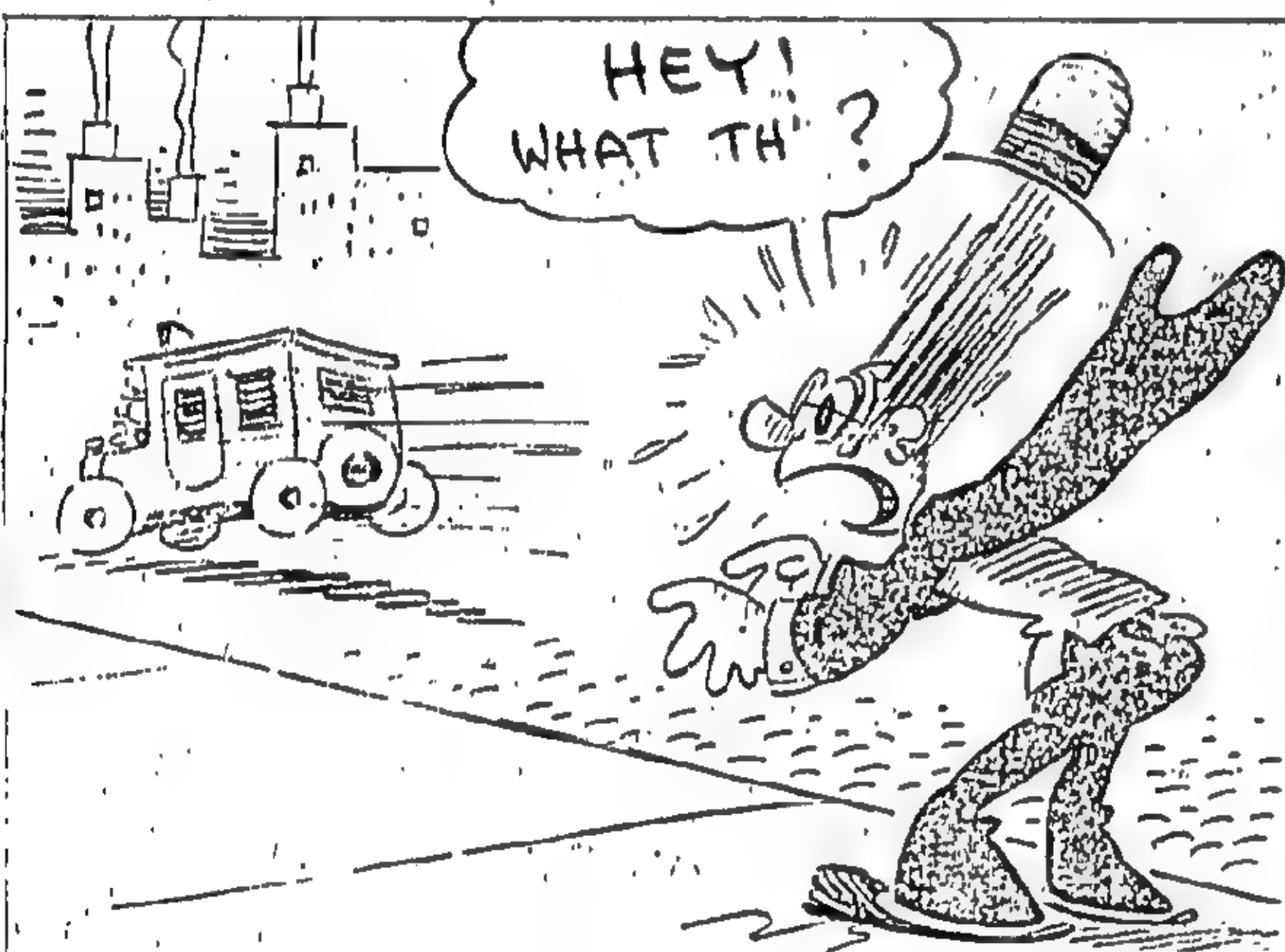
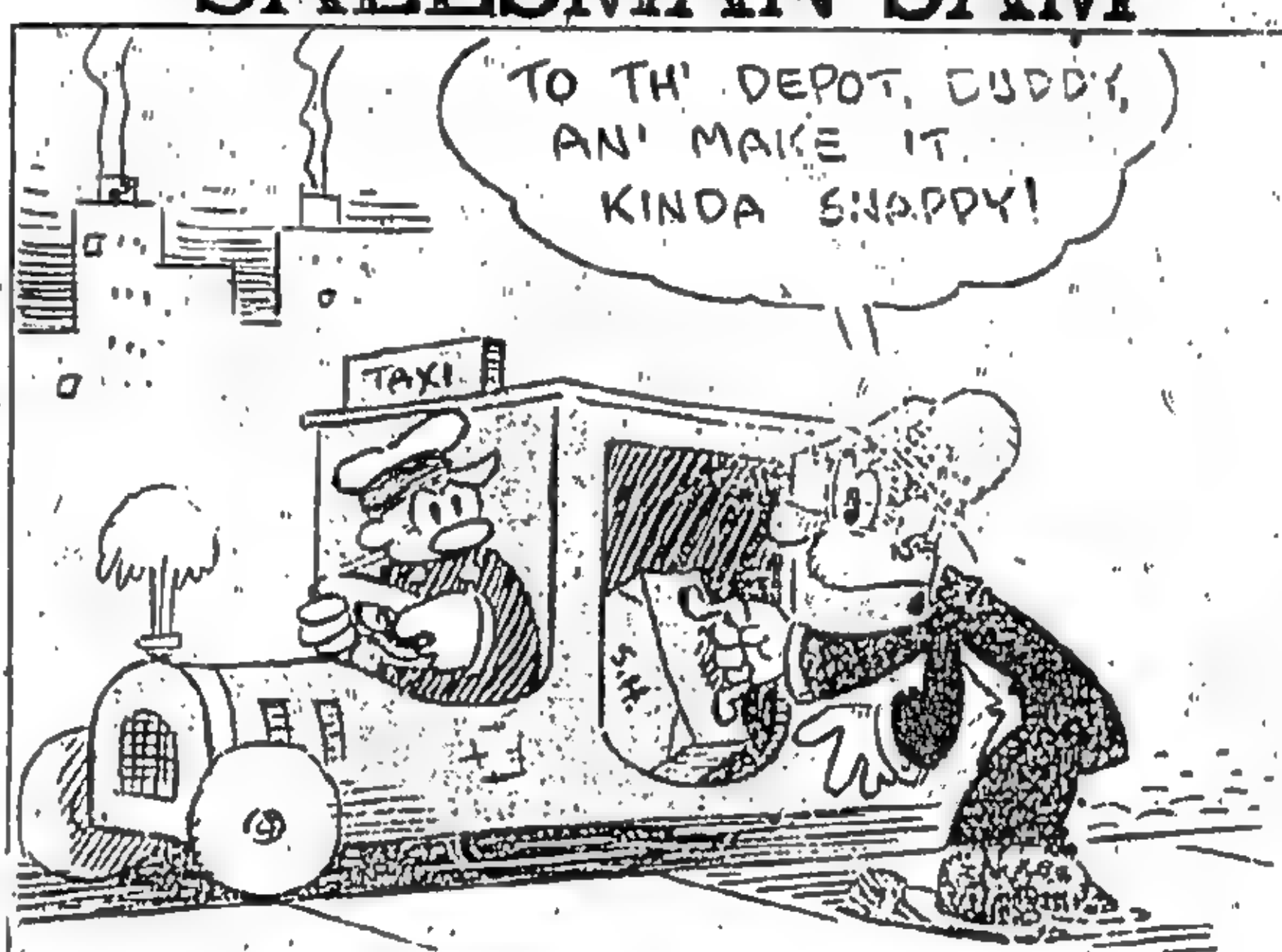
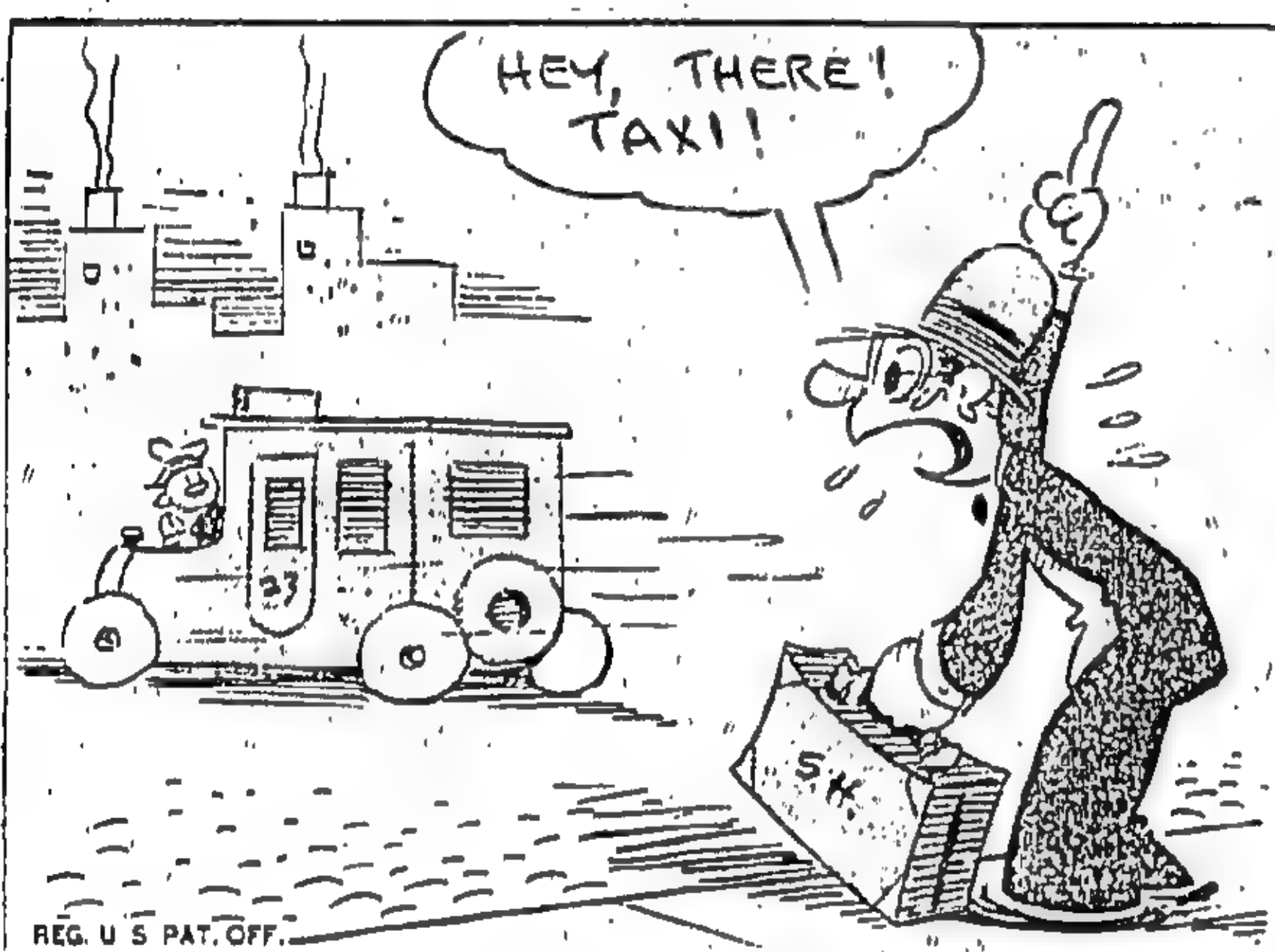
minutes longer, add the tomatoes, first removing the seeds, and cook for ten minutes. Add this mixture to the chicken. Wash the rice and add it to the chicken mixture, cook together for twenty minutes more in order to cook the rice. It should be rather dry in appearance. Cut each hard-boiled egg into four pieces and arrange as a border on the platter on which the Arroz a la Valenciana is to be served.

JoJo the JESTER

BY JIM AVERY



SALESMAN SAM



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Pres. Jackson ... Tues., Dec. 20th	Pres. Taft ... Wed. Dec. 28th

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Pres. Hayes ... Nov. 14th, 8 a.m.	Pres. Polk ... Nov. 22nd, 8 a.m.
Pres. Grant ... Nov. 14th, 6 p.m.	Pres. Cleveland ... Nov. 22nd, 6 p.m.
Pres. Lincoln ... Nov. 14th, 6 p.m.	Pres. Madison ... Nov. 20th, 6 p.m.

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Destination.	Steamers	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Huangsang Yatshing Foonshing Waishing Chakshang	Sun. 6th Nov at 7 a.m. Tues. 13th Nov at 7 a.m. Sun. 13th Nov at 7 a.m. Wed. 16th Nov at 7 a.m. Sun. 20th Nov at 7 a.m.
TO SHANGHAI, ANTUNG & TIENTSIN	Yusang	Sun. 6th Nov at 7 a.m.
TO TIENTSIN via WEIHAIWEI	Cheongshing	Satur. 12th Nov at 5 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Laisang	Tues. 22nd Nov at 7 a.m.
TO CANTON	Foonshing Cheongshing	Tues. 8th Nov at 5 a.m. Wed. 9th Nov at 6 a.m.
TO STRAITS & CALCUTTA	Kumsang Kutssang Namsang	Tues. 8th Nov at 3 p.m. Thurs. 1st Dec at 3 p.m. Fri. 18th Nov at 3 p.m.
TO SANDAKAN	Suisang Hissang Mausang	Mon. 7th Nov at 3 p.m. Mon. 27th Nov at 3 p.m. Wed. 30th Nov at 3 p.m.

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GLEN LINE.

From Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.	
Motor Vessel "GLENARA" (Via Oran)	30th Nov
Steamship "CARNARVONSHIRE" (Via Oran)	28th Dec.
Steamship "GLENIFFER" (Via Oran)	25th Jan.
Steamship "GLENSANDA" (Via Oran)	22nd Feb.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.	
Steamship "CARNARVONSHIRE"	12th Nov.
Steamship "PEMBROKESHIRE"	29th Nov.
Steamship "GLENIFFER"	8th Dec.
Motor Vessel "GLENOGLE"	22nd Dec.
Steamship "GLENSANDA"	12th Jan.

For freight, passage and further particulars, apply to:
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THE IRENE PIRACY.

The hearing of the charges against the seven suspected pirates in connexion with the Irene affair was continued before Mr. R. E. Lindell at the Central Police Court, yesterday afternoon. An Amoy policeman, returning to his post, was travelling steerage. He related how several steerage passengers came tumbling down the companion ladder with three or four pirates pressing closely at their heels. That marked the beginning of a period of panic amongst the passengers, but the pirates reassured them. The search for money and valuables then followed.

Between the time of the piracy and his rescue by the submarine, various incidents took place with which he connected all the defendants except the fifth.

The first defendant dumped the lost down the companionway, after a search in which the second defendant also participated.

The third defendant directed the opening of the cargo hatch and the removal of 17 bundles of cloth. There were ten rolls of cloth to each bundle, 166 rolls being stolen.

His Worship asked if witness was not slightly out in his calculation. Would not the multiplication bring the total to 170 rolls?

Witness in reply, said one bundle had only six rolls.

His Worship was surprised and asked: How in the world could you count them so exactly if being no business of yours?—I was lying near-by.

Questioned, the second defendant said: I swear to Heaven I never ransacked the luggage of this witness. I know this much that he attempted to steal socks from another passenger and was remonstrated with by the latter.

Witness denied that he was ever accused by anyone of having endeavoured to profit from the piracy.

Spied on While Eating.

A houseboy who was returning to Amoy, said in evidence that he slept through the din and confusion of the piracy. He did not know that the ship had changed hands until he woke up on the morning of the 19th. Then, for the rest of the time he hid, ostrich-like, under his quilt, but at times ventured to peep from under it.

He saw the seven defendants taking their meal near where he was lying in the storage compartment. While eating the first defendant had a gun sticking out of his pocket. The second defendant also had a gun, while the third carried an electric torch.

The mess-boy who was in attendance on the First and Second Officers while they were having breakfast in the saloon, said that after a fellow mess-boy was shot in the saloon, he carried out what orders the pirates had to give him when they were in the saloon. At one time or other he had served food to all the defendants.

The hearing was adjourned until this morning.

STOLEN MILK.

HOUSE BOY CONVICTED ON TWO CHARGES.

Resorting to the use of milk bottles as weapons, a Chinese house boy, who was caught in the act of stealing three bottles of milk from the outside rear door of No. 96, Nathan Road, made an onslaught on a house coolie who attempted to effect the thief's arrest. The pursuer was injured about the head, although none of the wounds was of a serious nature.

The house boy appeared on remand before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon on charges of larceny of two pint-bottles and one half-pint bottle of milk from the back door of No. 96, Nathan Road, and of assaulting the house coolie, causing him actual bodily harm.

At the resumption yesterday a delivery coolie of the Kowloon Dairy was called to give evidence of having left three bottles of milk on the top of the stairway at the rear of No. 96, Nathan Road.

Sergeant Ellis, who prosecuted, produced a bottle stopper which the witness said belonged to his company. The sergeant explained to his Worship that he had visited the scene and found the stopper together with pieces of broken bottle.

His Worship asked if there was any proof that the broken bottles picked up had anything to do with the larceny.

Defendant: I took the bottles and was walking down stairs. This man (indicating the complainant in the second charge) chased me and grabbed me by the throat. I struck him across the head with my fist and dropped the bottles.

The complainant of the assault charge was then called. He said that he went to the back door to collect the milk as usual at 6 a.m. on Tuesday last but found that it was not there. On looking down into the yard, he saw the defendant with a big bottle of milk in each hand.

Witness descended into the yard and went after the accused. The latter, when accosted, said that he was an employee of the Kowloon Dairy, but witness doubted his statement and asked him to see Mr. Leddra. The defendant refused and witness caught him by the hand. It was then that the defendant, using the bottle in his free hand, struck witness across the head.

Milk Bottles as Ammunition.

On the bottle breaking, the defendant produced a small bottle from his pocket and used that in a similar manner. Witness was forced to release his hold and the defendant ran away. He was chased but made yet another attempt to disable the witness. Turning round he hurled another bottle at witness, and on reaching Watson's corner threw a fourth bottle at his pursuer.

When defendant ran into the back alleyway at the rear of the

SAI ON INCIDENT.

STEWARD ARRESTED BY UNION PICKETS.

On the arrival of s.s. Sai On from Canton yesterday afternoon, details of action by the Labour Union pickets were given by the officers, which indicated that while the local officials are going to great lengths to stamp out Bolshevism activity, the rank and file of the Union are not too careful in their handling of international matters.

From the information given, it appears that at about three minutes before the Sai On was scheduled to sail, pickets, or Police in private clothes, it has not yet been determined which, accompanied by a high official of the Seamen's Union, boarded the vessel and demanded the turning over of a steward, who was suspected of Red activities.

In view of the fact that the ship was on the point of sailing and that she had been in harbour for nearly 24 hours, Captain Campbell expressed the opinion that it was somewhat drastic to arrest the man at such short notice. After a certain amount of discussion, the Union officials agreed to allow the man to sail in the ship, on the express understanding that if necessary, he could be called upon for examination when the Sai On next called at Canton.

The Union official in charge of the party, conducted the interrogation in an extremely courteous manner, while the pickets or police accompanying him were only restrained from carrying out the arrest with difficulty.

Dairy Farm Co., a European servant who was attracted to the scene by police whistles entered the lane at the other end and effected defendant's arrest.

His Worship to witness: He seems to have had quite a supply of ammunition in milk bottles?

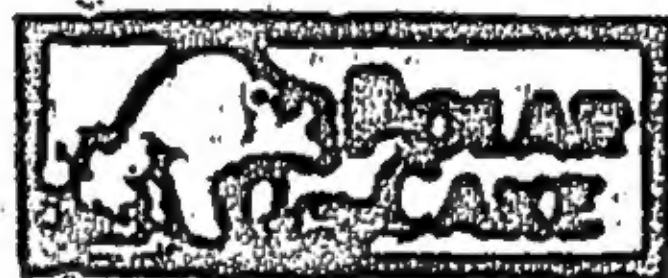
Witness: Yes. He stole from different places. I discovered that he had taken bottles of milk from three different houses.

Defendant to witness: I did not hit you with any bottles at all. I merely hit you with my hand. You could not have inflicted such severe injuries with your hand.

Defendant: It is possible that you might have fallen on the broken bottles. I did not fall.

Defendant: Then, I must leave it to his Worship's judgment. I say he fell and he says he did not.

After evidence of arrest had been given by Sergeant Ellis, the defendant was convicted on both charges. On the first count he was fined \$30 with the alternative of three weeks' hard labour in default, with a further two months' hard labour on the second charge.



IT'S QUALITY
THAT COUNT.



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"PATROCLUS"	27th Dec. Mar'les, London, R'dam & Glasgow

LIVERPOOL SERVICE

"TITAN"	30th Nov. Genoa, Havre, Liverpool & Glasgow
"PELEUS"	14th Dec. Genoa, Havre, Liverpool & Glasgow
"CYCLOPS"	29th Jan. Genoa, Havre, Liverpool & Glasgow
"ATREUS"	20th Feb. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

"TALYRIDS"	17th Nov. ... Victoria, Vancouver & Seattle
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"PHENIX"	26th Nov. ... New York, Boston & Baltimore
"MACHAON"	18th Dec. ... New York, Boston & Baltimore

PASSENGER SERVICE

"SARPEDON"	30th Nov. ... Singapore, Marseilles & London
"PATROCLUS"	27th Dec. ... Singapore, Marseilles & London
"ANTENOR"	23rd Jan. ... Singapore, Marseilles & London
"HECTOR"	22nd Feb. ... Singapore, Marseilles & London

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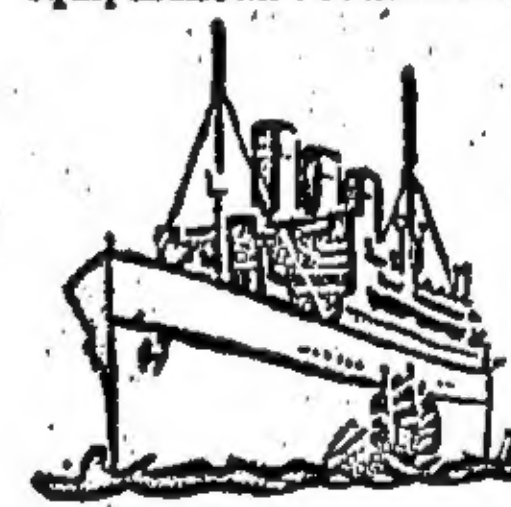
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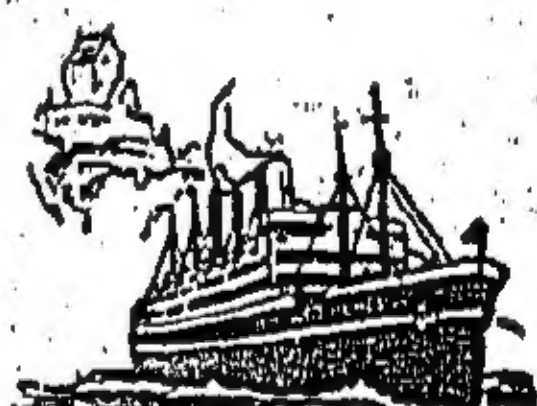
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M.V. "FORMOSA"	... 18th December

SHANGHAI, JAPAN and PORTS.
M.V. "FORMOSA" ... 10th November

For further particulars apply to the:
GILMAN CO., LTD. G. E. HUYGEN,
Hongkong. Agents. Canton.

Motorists who have special ideals in the matter of road carpets should find something to suit their taste in the recently opened section of the Burnet (Hartfordshire) by-pass road from South Mimms to North Mimms. This road has caused a certain amount of bewilderment to road users. For 2,000 yards it has the appearance of a patchwork quilt. This section is an experiment. Every 100 yards the surface alters. There are altogether no fewer than 20 different carpets. A special instrument is being used which will enable the road engineers who are conducting the experiment for the Ministry of Transport to ascertain which surface best withstands traffic.

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UNITED KINGDOM & CONTINENT	ELLERMAN LINE
S.S. "CITY OF DUNDEE"	London, Rotterdam, Hull & Avonmouth ... 20th November.
S.S. "CITY OF TOKIO"	Marseilles, London, Rotterdam & Hamburg ... 3rd January.

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S.S. "TINHOU"	... From Hongkong ... 14th November.
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
*Korea Maru (Calls Keelung) ... Sunday, 13th Nov.
*Shibuya Maru ... Sunday, 11th Dec.
*Siberia Maru (Calls Keelung) ... Sunday, 11th Dec.
*Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
Hakone Maru ... Saturday, 5th Nov.
Suwa Maru ... Saturday, 19th Nov.

SYDNEY & MELBOURNE via Manila & Ports.
Mishima Maru ... Monday, 23rd Nov.
Tango Maru ... Wednesday, 21st Dec.

BOMBAY via Singapore, Penang & Colombo.
Isio Maru ... Tuesday, 8th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles, Mexico & Panama.
Bokuyo Maru ... Wednesday, 16th Nov.

SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Wakasa Maru ... Thursday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.
Atago Maru ... Thursday, 24th Nov.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Toyooka Maru ... Friday, 11th Nov.

CALCUTTA via Singapore, Penang & Rangoon.
Tottori Maru ... Thursday, 10th Nov.

NAGASAKI, KORE & YOKOHAMA.
Tango Maru ... Friday, 18th Nov.

SHANGHAI, KORE & YOKOHAMA
Tokushima Maru (Mojji Direct) ... Saturday, 5th Nov.
Akita Maru (Mojji Direct) ... Thursday, 10th Nov.
Hakusan Maru ... Monday, 14th Nov.
Delagoa Maru ... Thursday, 17th Nov.

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For further information apply to:— **NIPPON YUSEN KAISHA.**
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REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tihwong	Java, M'ila	In Port	5th Nov	Swatow & Saigon
Tjitarum	Java, M'ila	7th Nov	9th Nov	Amoy, N. China
Tjialak	N. China	7th Nov	10th Nov	Batavia
Tjialaroca	Batavia	10th Nov	13th Nov	Amoy, Shanghai & Keelung
Tjikanang	Shai, K'lung	14th Nov	17th Nov	Batavia
Tjibodas	Java, M'ila	21st Nov	23rd Nov	Amoy, N. China
Tjimanock	N. China	21st Nov	24th Nov	Batavia
Tjisondari	Batavia	24th Nov	27th Nov	Amoy, Shanghai & Keelung
Tjipanas	Java, M'ila	25th Nov	27th Nov	Swatow & Saigon
Tjisaroca	Shai, K'lung	28th Nov	1st Dec	M'kar & Java
Tjikihi	Java, M'ila	5th Dec	7th Dec	Amoy, N. China
Tjitaroom	N. China	5th Dec	8th Dec	Batavia

*Via Macassar

*Via Batavia

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S.S. GEMMA ... 15th November.
S.S. ZOSMA ... 13th December.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.
S.S. OLDEKERK ... 26th November.
S.S. GEMMA ... 25th December.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

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STEAMER	DOES HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
TAIPING	8th November	15th November
CHANGTE	9th December	16th December
TAIPING	7th January	14th January
CHANGTE	7th February	14th February

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
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A LARGE FORTUNE.

ESTATE OF OVER HALF A
MILLION.

Many family bequests are contained in the will of Chun (or Chan, Ching-hock (or Hok), alias Chan King-ye, who died on February 13, this year, at an unnumbered House in Lo Lung Hang, Hungnam, Kowloon, leaving Hongkong estate to the value of \$553,300.

Probate of the will has been granted to his son, Chan Lung-cham, and two friends, Wong Yiu-tung, and Chan Woon-chung, merchants, all residing at 43 Bonham Strand East.

The sum of \$1,000 each is bequeathed to the executors and the estate is divided up among the family, including six sons and his eleventh concubine.

INDIAN COTTONS.

GOVERNMENT MISSION TO
SEEK OVERSEAS MARKETS.

New Delhi, Nov. 4.—The Government of India has decided to send a Mission consisting of Dr. Meek, Director-General of Commercial Intelligence and Mr. Maloney, Secretary of the Bombay Millowners Association to investigate the potentialities of the overseas markets for Indian cotton goods. They will visit Malaya, Java, the Levant, Egypt, the Sudan and East Africa, finishing at Durban.

The Mission will start shortly and is expected to finish its work in six months. The recommendations will include the appointment of Trade Commissioners where desirable.—*Reuter.*

THE BLUE NILE.

REPORT CONFIRMED.

New York, Nov. 4.—Mr. White, the President of the White Engineering Corporation, and Mr. Yutner, who is the agent for the Abyssinian Government's envoy Mr. Martin, both, when interviewed by *Reuter*, confirmed the details of the Blue Nile contract. Mr. Yutner stated that Mr. Martin, who recently returned to Abyssinia acted with the full knowledge of the American Government and kept President Coolidge and Mr. Kellogg fully informed of the progress of the negotiations and the final result.—*Reuter's American Service.*

BRITISH COINS.

CHANGES OF DESIGN OF
COINS ANNOUNCED.

London, Nov. 4.—Several changes in the design of the silver coins such as the re-introduction of the five shilling pieces which have not been minted since 1902, are announced in a proclamation signed by the King yesterday. The Chief alterations are on the reverse side of the coins. Acorns, oak branches, and oak twigs are introduced into the sixpences and threepenny bits. The proclamation comes into effect on December 1.—*British Wireless.*

ARMISTICE DAY.

H.E.'S CONFIDENCE IN THE
POPPY SALE.

In connexion with Poppy Day on November 11 the following message has been sent by His Excellency the Hon. Mr. W. T. Southern, C. M. G.

His Excellency the Officer Administering the Government wishes the Poppy Day Sub-Committee every success in their efforts on Armistice Day. He is confident that the public will not fail materially to respond to these emotions which the return of each 11th of November raises afresh, and will give their generous support to so excellent a cause.

The Hongkong and China Branch of the British Legion and the Executive Servicemen's Association will shortly issue a joint appeal for the attendance of members at the Centenary service as it is felt that without their support the ceremony loses a good deal of its significance.

A record collection on Poppy Day is looked forward to.

CHRISTMAS DAY.

TUESDAY ALSO DECLARED
A BANK HOLIDAY.

London, Nov. 4.—Christmas Day this year falls on Sunday, and this, in the ordinary course would have meant depriving the worker of a day's holiday. As was the case in 1921 when Christmas Day last fell on Sunday, the King has declared Tuesday, December the 27th an additional Bank Holiday in England, Wales and Ireland.—*British Wireless.*

Penelope, a 15-foot python, born in Sumatra, which was lying in a crate on the deck of the Blue Funnel liner *Pyrrhus* (7,633 tons), in King George V. Dock, London, while on the voyage to England produced 79 eggs in one night. Penelope did not object when the eggs were removed and stored in a box on deck. The *Pyrrhus* carried three pythons, a baby elephant, four black panthers, two tigers and a baby tiger, a black cockatoo, a baby orang-utan, and a number of birds of paradise.



The only shy girls nowadays are shy on clothes.

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and
CHINA MUTUAL STEAM
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are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th November.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th November will be subject to sale.

All claims against the Steamer must be presented to the undersigned on or before the 24th November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE
Agents.
Hongkong November 4, 1927.

SIR OLIVER LODGE EXPLAINS.

MYSTERY OF PAPER ON
"MEDIUMS."

Mystery surrounds the origin of the paper read at the International Metaphysical Congress in Paris and attributed to Sir Oliver Lodge. Sir Oliver was reported to have written in this paper:

The task of scientific research is to abolish all "mediums," who are a source of possible fraud and permit sceptical persons to cast doubts on results which have been achieved.

This passage met with the jeering disapproval of a section of the audience, which included many women.

Sir Oliver Lodge said to a London newspaper reporter in mail week:

There has been some misapprehension. I have said nothing about abolishing "mediums." How can we carry on our research if we are to scrap our tools? My paper was mainly technical. It was to have been translated into French and read, I understood, on October 2. I do not think the mistake could have occurred in translation.

I think it must be an error of identity. I wrote the paper some time ago, and am not quite clear as to all it contained, but it certainly did not contain any of the statements attributed to me in the reports of the lecture.



ITS QUALITY
THAT COUNTS.

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	Tons	From Hongkong (about)	Destination
LAHORE	5,252	8th Nov.	Marseilles & London
DELTA	8,097	9th Nov.	Straits & Bombay
MACEDONIA	11,120	12 Nov. noon	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London
MANTUA	10,946	10th Dec.	Marseilles & London
KHIVA	9,135	17th Dec.	Straits & Bombay
KASHGAR	9,005	24th Dec.	Marseilles, L'don & A'worp
MOREA	10,953	7th Jan. 1928	Marseilles & London
KALYAN	9,114	7th Jan.	Straits & Bombay
DEVANHA	8,155	21st Jan.	Marseilles, L'don & A'worp
MALWA	10,986	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	Marseilles, L'don & A'worp
MACEDONIA	11,120	3rd Mar.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Vienna, Smyrna and other Levant Ports by Steamers of the Ekdikial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

CALAMBA	8,018	13th Nov.	S'pore, Penang & Calcutta
SANTHA	7,754	16th Nov.	S'pore, Penang & Calcutta
TALMA	10,000	4th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	2nd Dec.	(Manila, Sandakan, Thura)
ST. ALBANS	4,500	30th Dec.	Iceland, Townsville, B'bane.
ARAFURA	6,000	27 Jan. 1928	(Sydney and Melbourne)

Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, India, Cebu, Colombo, Tawau, Timor, Darwin, or other ports en route as indicated on the following:
Frequent connections from Australia with the following:
The Union S. S. Co. Steamers to the United Kingdom via New Zealand, Australia, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers or Southampton and London via Suez Canal.

SAILINGS TO SHANGHAI & JAPAN

TANDA	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama
TALMA	10,000	10 Nov. 6 a.m.	Amoy, S'hai, Moji, Kobe, Yokohama & Osaka
MANTUA	10,946	11th Nov.	S'hai, Moji, Kobe & Yokohama
KHIVA	9,135	19th Nov.	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	9th Dec.	S'hai, Moji, Kobe & Yokohama
KALYAN	9,114	13th Dec.	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	24th Dec.	S'hai, Moji, Kobe & Yokohama
MALWA	10,986	7 Jan. 1928	S'hai, Moji, Kobe & Yokohama
KHYBER	9,114	21st Jan.	S'hai, Moji, Kobe & Yokohama
KHIVA	9,135	28th Jan.	Shanghai, Moji & Kobe
MACEDONIA	11,120	4th Feb.	S'hai, Moji, Kobe & Yokohama
KASHMIR	9,885	18th Feb.	S'hai, Moji, Kobe & Yokohama
KALYAN	9,114	18th Feb.	Shanghai, Moji & Kobe
MANTUA	10,946	2nd Mar.	S'hai, Moji, Kobe & Yokohama
MONGOLIA	16,504	17th Mar.	S'hai, Moji, Kobe & Yokohama
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yokohama
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May	S'hai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

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CANTON LINE.

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Sailings from Canton—Daily at 8 a.m. and 4 p.m. (Sundays 4 p.m. only.)

The 4 p.m. Steamer from Canton (SUNDAY) (EXCEPTED) on arrival in Hongkong berths at Wing Lok Street Wharf.
All Steamers will, as usual, leave for Canton from the Hongkong Wharf.

MACAO LINE.

FROM HONGKONG: 8 A.M. (Weekdays only).
FROM MACAO: 2 P.M. (Weekdays only).

SUNDAY EXCURSION 6TH NOVEMBER 1927.
HONGKONG TO MACAO | MACAO TO HONGKONG
9.00 a.m. "SUI AN" | 4.00 p.m. "SUI AN"

Above Sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

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SAILINGS FROM HONGKONG
S.S. "CITY OF WELLINGTON" via Suez Canal 20th Nov.
S.S. "PHEMIUS" via Suez Canal 26th Nov.
S.S. "MACHAON" via Suez Canal 16th Dec.
S.S. "CITY OF LAHORE" via Suez Canal 23rd Dec.

Steamers proceed via Suez Canal or Panama Canal at owner's option.
Subject to Change without notice.

For freight and particulars apply to:
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

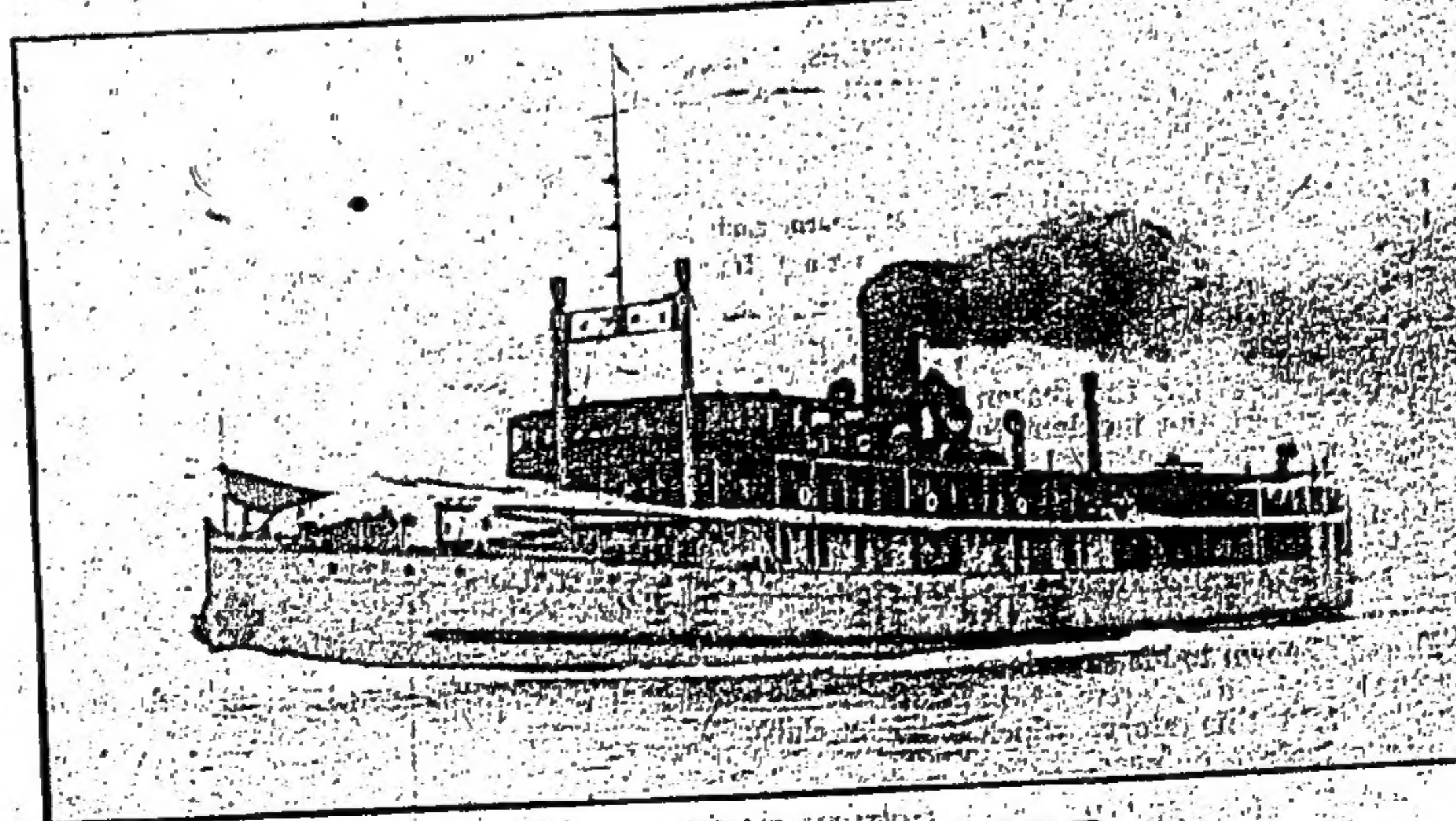
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Hongkong.

At the age of 21 Mrs. Flossie Sullivan Parr Broden Parr Lane has secured her fifth divorce at Sioux City, Iowa. She was first married when she was 12, she told the court, but was granted a divorce on the grounds of cruelty two years later. She was married again when she was 16, but a divorce followed. Other marriages and divorces occurred when she was 17 and 18 years of age.

Printed and Published for the Proprietor by FRÉDÉRIC PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

SCHNEIDER CUP VICTORY TEAM.



Flight-Lieut. S. H. Webster, R.A.F., who won the Schneider Trophy for Great Britain at Venice, and Air Vice-Marshal F. R. Scarlett, Squadron Leader F. H. Slater, Flight-Lieut. O. E. Worsley, Flight-Lieut. S. Kinkaid, and Flying Officer H. M. Schofield, and the other members of the team, were accorded a great public welcome on their arrival at Croydon by air liner.

Photo:—(L. to R.) Flight-Lieut. S. Kinkaid, Sir Philip Sassoon, who welcomed the team, Flight-Lieut. S. H. Webster, and Flight-Lieut. O. E. Worsley, after their arrival at Croydon.

FOREIGN CONSTABLE
DISCHARGED.BENEFIT OF THE DOUBT
AT SHANGHAI

ALLEGED OPIUM OFFENCE.

All five charges preferred against James Z. Huston, an American, ex-constable in the employ of the River Police, arrested on suspicion of having, on October 10-11, attempted to deal in opium, unlawfully entered into negotiations to import opium into China, and agreed to accept a gift or consideration as an inducement or reward for refraining from reporting an attempted deal in opium, were dismissed by the Magistrate, Mr. I. T. Morris in H. M. Police Court at Shanghai last Monday, after an all-day hearing.

Mr. R. F. C. Master, appearing on behalf of the Chinese Maritime Customs, complainants, conducted the prosecution. Mr. T. Y. Cho Wing represented the accused.

The case for the prosecution alleged that Huston on the night of October 10 and in the early hours of the morning of October 11 allowed the launch under his control as an officer of the River Police to be used by a gang of Chinese, to proceed to MacKenzie's wharf, at Pootung where the Jardine's steamer Ping Wo was berthed allegedly for the purpose of securing a quantity of opium concealed on the vessel. A party of soldiers of the Woosung and Shanghai Defence Force met the gang at the wharf, however, and drove them off with a fusillade of rifle and pistol shots. Evidence was called from a Customs Searching Party officer to prove that nearly nine piculs of opium worth approximately \$40,000 were found on board the Ping Wo some hours after this incident. The prosecution alleged that Huston took the gang of Chinese across the river in order to get this opium.

Defendant's Story.

Huston's story was that he had tied up the launch, Carlson alongside the N.Y.K. wharf on the Shanghai side of the river and gone to sleep and that whilst he was asleep a gang of about 20 Chinese "loafers" had boarded the launch and at the point of the pistol taken possession of it, crossed to MacKenzie's wharf, though he stated that he knew little of the movements of the launch as he was kept below under guard—and there part of the gang went ashore, to return within a few minutes in a great hurry as the soldiers and the gang exchanged shots, with success favouring the former.

Huston claimed that the reason he did not report the incident to his superiors was because the leader of the gang had warned him that if he did so he would "get him," and Huston expected him to carry out his threat. But when he found that the matter was already known to his superiors he volunteered a statement in which he told this story, which was his principal defence.

"Almost Incredible."

Mr. Master, addressing his Honour for the prosecution, submitted that there had been ample evidence produced by the prosecution to justify a conviction on the charges facing Huston, despite the "somewhat extraordinary" story which had been told by the defendant.

"Your Honour has to choose between the two stories," said

counsel, "and I submit that the accused's story is almost incredible. Moreover, it is a story which is not corroborated."

Counsel drew attention to Huston's being in sole charge of the River Police launch and to his having admitted certain neglect in his duties on the nights in question. For example he carried friends on the launch against orders and tied up alongside a wharf and went to sleep. These things Huston admitted. "And a man who so flagrantly neglects his duties as he did, his word is not worthy of credence."

Mr. Master admitted that the evidence against the accused with regard to the opium was mostly circumstantial for it had not been proved that he touched or even saw any opium that night. The evidence merely showed, said counsel, that his actions were in connexion with opium.

The address for the defence was brief, Mr. Wing pointing out that while the prosecution had proved "lots of things," not one of them, if proved fifty times over, would prove that the accused had been trying to import opium or deal in opium. "There is only the evidence of the laodah," said Mr. Wing, "which, at the very best, is merely the evidence of an accomplice and lacks corroboration, save that opium was afterwards found on the steamer, but several hours after accused's launch was on that side of the river."

Magistrate's Comment.

Mr. Morris, in dismissing the accused, said: "I have given this case every consideration and consider it a very serious one. The accused is a member of the River Police and in the ordinary way offences of this nature committed by civilians are difficult enough to detect but when they are committed by the prosecution alleged, by a man with the accused's unlimited opportunities, they become almost impossible to trace. 'I cannot say that the accused is guilty of these offences, but the circumstances are full of suspicion. Although a certain amount of opium was found afterwards on the Ping Wo, no opium was found in the accused's possession and no opium was found, so far as I know, in the possession of any of the Chinese who left the launch at Pootung and returned a little later."

"While I give the accused the benefit of the doubt, I hope he will never again place himself in a similar position. I shall dismiss all the charges."

The football match this afternoon between the R. A. and the Recreio has been cancelled owing to the death of Mr. Fuentes.

Preston (Lancashire) Labour Clubs propose to build a brewery. A Labour Clubs' Brewery Society, Limited, has been registered under the Industrial Provident Act, with a capital of £15,000. There are no individual shareholders in the concern and all the shares will be held by clubs.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—
1. What a task was of being full. 2. Death Valley, California. 3. William Penn. 4. An oriental guide or interpreter. 5. Lecha. 6. Title of a Musselman who has made a pilgrimage to Mecca. 7. John Milton. 8. Orders issued by the King, after having been passed by the Privy Council. 9. The ordinary citizens of Rome. 10. Paper folded to the size 8 1/2 in. x 5 1/2 in. 11. From 6 p.m. to 8 p.m. 12. Alexander Pope.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1140 s.
Chartered Bank, \$201 b.
Mercantile A. & B., \$311 n.
Mercantile C., \$131 n.
P. and O., \$10 n.
East Asia, \$58 n.

Marine Ins.

Canton Ins., \$565 s.
Union Ins., \$292 b.
North China Ins., \$143 n.
Yantai Ins., \$461 b.
China Underwriters, \$120 s.
Chi-a Fire, \$215 n.
H. K. Fire Ins., \$590 b.

Shipping.

Douglases, \$351 b.
H. K. Steamboats, \$21 a.
H. K. Tugs, \$190 n.
Indo-China, (Prof.) \$30 n.
Shell Trans., \$3/- n.
Union Waterboats, \$17 n.

Mining.

Benguets, \$21 n.
Kailans, \$2/6 n.
Langkats, \$16.60 n.
Shai Exploration, \$1.3 s.
Rauha, \$37 b.
Tronohs, 19/3 n.

Docks, etc.

Kowloon Wharves, \$119 n.
Whampoa Docks, \$35 s.
China Providents, \$4 n.
Hongkew, \$145 b.
New Engineerings, \$14.60 b.
Shanghai Docks, \$1.39 b.

Cottons.

Ewo Cottons, \$1.76 a.
Oriental, \$1.22 n.
Shai Cottons, \$1.461 b.

Lands, Hotels, etc.

H. and S. Hotels, \$61 a.
H. K. Lands, \$561 s.
Shai Lands, \$1.117 b.
Humphreys, \$12.10 b.
Roaltys, \$8.60 b.

Territorials, \$11 s.

Princes Risings, \$120 b.
Public Utilities.
Tramways, \$20 b.
Peak Trams, (old) \$14 a.
Star Ferries, \$54 n.

China Lights, (Comb.) \$12 n.
H'kong Electric, \$521 b.
Macao Electric, \$43 n.
Telephones, \$365 b.

China Buses, \$12 b.
Singapore Traction, 12/9 n.
China Sugar, \$13 n.
Malabona, \$30 s.

Canton Loan, \$5 n.
Comments (Comb.) \$7 s.
Ropes (Old) \$10 a.
United Asbestos \$12 s.

Stores, &c.
Dairy Farms, \$15.10 n.
Watsons, \$111 n.
Dor A. Wing, \$6 n.
Lane Crawfords, \$5 s.
Mackintosh, \$22 s.

Sinceros, \$31 n.
Wm. Powells, \$5 n.
Miscellaneous.
Amusements, \$191 n.
Constructions, \$11 s.

B'que Ind. G. Bonds, 54% b.
H. K. G. Loan, 1% Prem

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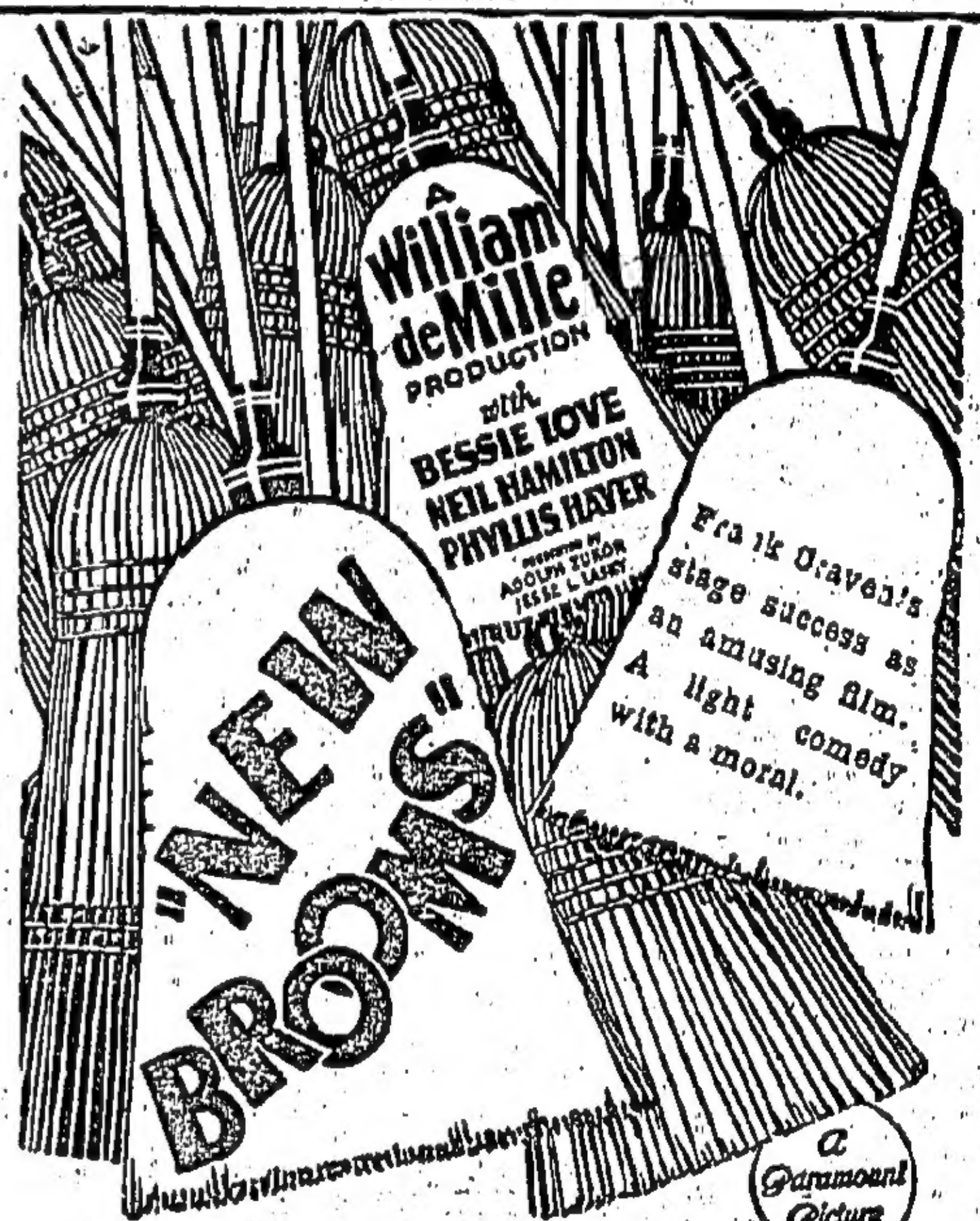
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